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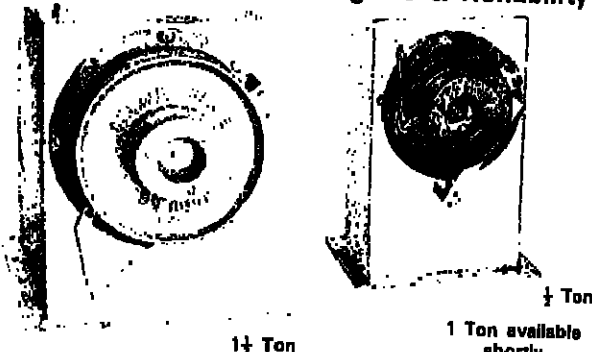
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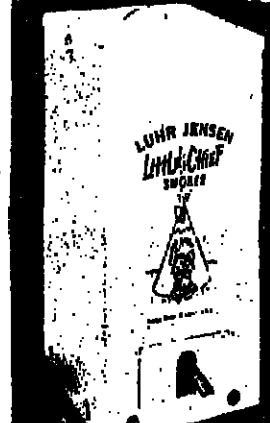
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Oil spill: we are going to be hi

A MASSIVE oil spill from the super-tanker *Amoco Cadiz* which hit 40 miles of the French coastline last week is already breaking up and now looks certain to hit the British coast. The Channel Islands stands threatened by what looks like being one of the largest oil spills ever in European waters.

Oyster growers along the whole length of the Brittany coast face ruin. Some growers fought against time to scoop the oysters from the path of the oil, while others struggled to raise barriers to protect their precious beds.

In the village of Portsaill, at the centre of the disaster area, it was reported that most of the oyster beds have been ruined and the local economy has been devastated with over 2,000 local people being affected.

but it is believed that, like crabs and lobsters, fish can avoid the heavily polluted areas and so mortality is reduced.

While oyster stocks and other mollusc beds may be destroyed by an oil spill, tainting will also cause problems in both fish and shellfish species. This can mean that seafoods may be unsuitable for consumers for some period after the spill has occurred.

There is no evidence to show that floating oil — even fresh spilled oil — is a hazard to fish or shellfish stocks and no evidence has been found to demonstrate that floating oil has even affected the recruitment to any fish or shellfish stock.

It appears that more victims result from the oil-emulsifier mixture used to clear the oil rather than the oil itself.

The main problem of large oil spills is that of the spread of the oil. In the case of the French oil slick this is reported to be about 120 miles long and spreading each day.

Rough seas

The oil pollution from *Amoco Cadiz* is composed of light Arabian fuel oil and this is easier to control than the thick bunker oils.

Rough seas and exposure to air will help to break down this volatile oil as long as it does not settle on beaches.

Washed up

As well as oysters, the beds of seaweed which are harvested for making alginates have also been covered by the black oil. Dead fish are also reported to be washed up on the beaches.

In a large spill in a coastal area, molluscs such as oysters, cockles and mussels usually suffer heavy mortalities. However, the sensitivity of the molluscs to oil pollution varies: scallops and cockles are much less tolerant to oil than mussels.

Under light levels of oil pollution most bivalves can close their shells tightly and survive but, when subjected to heavy pollution as in Brittany at present, the oysters have little chance of survival. Crude oil and oil derivative can also kill the larvae of marine bivalves like scallops and oysters but, fortunately, these larvae are not present in the sea at this time of year.

Toxic oils

Mobile crustacean like crabs and lobsters generally live in the deeper water and are usually not subjected to direct contact with oil as the molluscs which live in the inter-tidal areas. In addition their mobility gives them the advantage of being able to avoid heavy contaminations.

Oil may also have a variety of effects on free-swimming fish, the most obvious being the functioning of the gills or the ingestion through the mouth of quantities of the toxic oils.

It is difficult to assess the effects of oil spills on fish stocks. Tests have shown that fish larvae are killed by oil.

SHETLAND PIER 'UNSAFE'

SHETLAND Islands Council is considering the future of the small fishing pier at Graven, in Sullom Voe, where a £700 million oil terminal is being built. As ports and harbours authority, the council will be operating the oil port and it has been told that Graven pier is unsafe.

Fishing boats may be given berths at the marine works at the council's building at Sella Ness, adjacent to the terminal.

COMMENT

THE LOSS of traditional fishing grounds by the British fleet has, in the main, come about with the advent of 200-mile limits. This is a situation which has also hit the deep-sea fishing fleets of many other countries.

A major victim of 200-mile limits has been Japan — but this country's misfortune could turn out to be our gain.

With the United States and the USSR extending limits, Japan has suffered a massive reduction in her catch of Alaskan pollack from the North Pacific area. In 1975 the Japanese fleet was taking nearly three million tonnes from these areas. During 1977 this catch had been reduced by 30 per cent.

Most of this catch of Alaska pollack provided raw material for "surimi" — a minced fish which is the base for a wide range of fish products in Japan. With the Japanese scouring the world looking for a replacement fish, blue whiting suddenly comes into focus.

Some very progressive thinking by the White Fish Authority has got the Japanese interested enough in this fish to bring a pilot scale production plant over to the Rolf Olsen factory in Stornoway for the blue whiting season which starts next month. If this pilot operation turns out to be a success, it could provide a big take-off for a fish which is available in huge quantities but still has a question mark over its acceptability on the market.

Blue whiting has a lot going for it as a replacement for Alaska pollack. It belongs to the same *Gadoid* family and, with a cod-like appearance, there seems a very real chance for blue whiting to pass acceptability trials planned in Japan.

SHETLAND PIER 'UNSAFE'

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ABC

The breakdown of the can be speeded by using emulsifiers or dispersants which are sprayed into the slick. These dispersants are organic solvents which break the viscosity of the oil and break up the oil globules.

This allows them to be percolated and sink through the water column and be degraded by bacteria which break up the organic compounds.

Following the *Thermion* disaster in 1972, massive applications of dispersants were used to break the beaches resulting in greater damage than caused by the oil itself.

Today much improved dispersants are available — as it is reported to have been on marine life than on household washing-up. These dispersants are being sprayed on the massive slick by both the UK vessels.

Oldest Manx boat up for sale

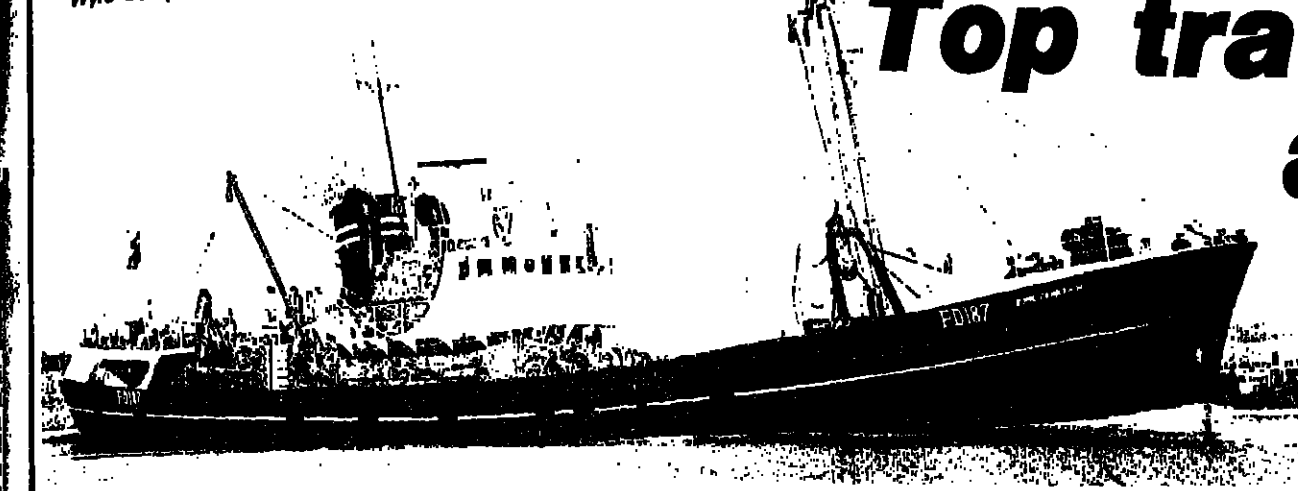
THE OLDEST working fishing boat in the Isle of Man fleet, the 85-year-old Douglas-regulator *Master Frank*, has been up for sale.

For skipper-owner, a policeman Steve Carter, looking for a bigger vessel. Built at the island's northern port of Ramsey in 1883, *Master Frank* is one of the six oldest working vessels in Britain. Her 28-year-old skipper has kept her in original condition since buying her several years ago. Skipper Carter says he would like to see the old Manx-built boat stay on the island, but cannot see her being sold as a working vessel.

Skipper dies after his final trip

SKIPPER Martin "Sowaki" Jensen — one of the pioneers of seine-netting in the Humber — has died suddenly at his home in Grimsby in the early hours after completing his final trip.

Skipper Jensen, 68, was a senior skipper and had agreed to continue at least last year's season of Hull's 110-year-old fishing fleet, the Grimsby Fishermen's Association. However, his mind was not set to return to Grimsby. He was a family man.



EEC MOVING OUR WAY—SILKIN

JOHN SILKIN, Minister for Fisheries, detects signs of movement among the other eight members of the EEC towards the British position on fishing, but he promised the Commons on Thursday last week that he would not move from Britain's minimum requirements.

He said this during exchanges which concentrated on the south-west mackerel.

David Mudd (Con, Falmouth and Camborne) urged a restriction allowing only boats of 80 ft. and under in the six-mile zone.

Mr. Silkin replied that a lot of thought and care was needed. This was one of the great potential fishery stocks.

Robert Hicks (Con, Bodmin) said that inshore fishermen should be kept in

mind in any conservation measures and Mr. Silkin replied that there had been consultations with fishing interests concerned with mackerel and, particularly, with small inshore fishermen.

"We hope to get an all-industry view. This has presented some difficulties but we may be able to get some kind of *modus vivendi*. I think this will be achieved relatively soon."

David Penhaligon (Lib, Truro) could not name a single Westcountry fisherman who thought present measures sufficient to preserve Cornish mackerel stocks in the long term.

Mr. Silkin hoped and believed that the industry's self denying ordinance would have been observed and produced some result.

In reply to John Peyton, Opposition shadow minister of Agriculture and Fisheries,

Mr. Silkin said: "If we have to make unilateral conservation measures in our own waters, all right, that is a matter we must consider. Clearly it is better if we get member states to co-operate and get an agreed solution."

Mr. Pearson of Tideford, near Sullust, worked on the night shift for the company at Millbay Docks, super-

visioning the handling of mackerel for fish meal.

When restrictions were imposed last August on the use of mackerel for meal, the company no longer needed a foreman because the night shift was closed down.

Mr. Pearson claimed that he had been offered another job, which turned

Top trawler sails away

THE TOP performance by a side trawler at Fleetwood last week was achieved by *Wye Conqueror* — making her last landing at the port before transferring to Aberdeen.

Skipper Bill Spearpoint brought her back from the Scottish grounds with 985 kits, including 180 of cod, more than 400 of haddock, 60 of whittings, 140 of coley and 90 of dogs, which sold for £18,674.

The ship left Fleetwood for her new base on last Saturday morning's tide.

The biggest distant-water grossing for some time at Fleetwood was made when the stern trawler *Gavina* arrived back in port last week after a 24-day voyage to the Norwegian coast grounds.

Commaned by Skipper Charlie Scott, she landed 1,500 kits (including 460 of cod, 800 of haddock, 20 of ling, 200 of rede) which sold for £50,023.

There was also a good grossing for *Gavina's* sister ship, *Luneda* (Sk. David Hinchcliffe). She worked the middle-water grounds off Scotland before returning with 700 kits for a grossing of £20,000.

Idena (Sk. Gordon Wignall) landed 953 kits — 300 of cod, 120 of haddock, and 300 of cod — for a grossing of £23,188, while her partner *Norina* (Sk. Alex May) made £18,878 from 767 kits — 300 of cod, 80 of haddock, 10 of whittings and 250 of coley.

In the small side trawler section, top of the shop was the Hewett Fishing Co. *Admiral Hawke* (Sk. Peter Weirman). The vessel landed 343 kits — five of hake, 150 of cod, 120 of haddock, 50 of whittings, 25 of coley and 10 roker — for £9,741.

London Town was not far behind with a grossing of £9,049 from 387 kits.

It was a lack lustre week for inshore vessels, but there was good news for the port is that the Carlingford cod season shows promise.

MEAL MAN SACKED 'FAIRLY'

GOVERNMENT restrictions on mackerel fishing left Cedric Pearson without his job as foreman with the Plymouth Fish Selling Co., an industrial tribunal in Plymouth was told last Friday.

Mr. Pearson of Tideford, near Sullust, worked on the night shift for the company at Millbay Docks, super-

visioning the handling of mackerel for fish meal.

When restrictions were imposed last August on the use of mackerel for meal, the company no longer needed a foreman because the night shift was closed down.

Mr. Pearson claimed that he had been offered another job, which turned

out to be that of dock labourer at a wage reduction of £20 a week.

"I felt I could not accept being relegated to labourer," he said. The tribunal chairman, Mr. John Shaw QC, said he was satisfied the company had done everything they could to find work for Mr. Pearson. His claim of unfair dismissal was rejected.

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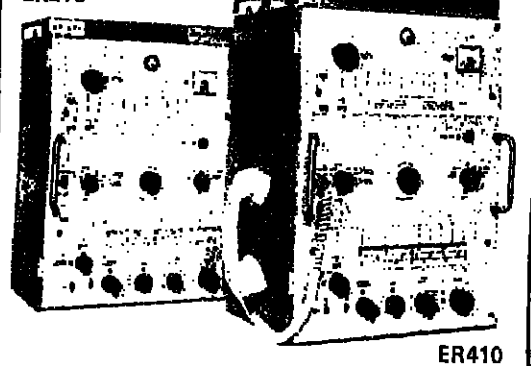
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Forth is being watched — Brown

SCOTTISH Under-Secretary of State, Hugh Brown, has denied that his department has been ignoring fishing interests in the Firth of Forth.

In a letter to South Angus MP, Andrew Welsh, Mr. Brown said that his department is keeping a close eye on developments in the Forth and would continue to consult fishermen.

The Firth of Forth Fishermen's Association has expressed fears about several developments through their MP.

There was sludge dumping at Eyemouth, sewage at St. Abb's Head, plans by the National Coal Board to drill four bore holes and Gas Board proposals for pipelines.

"The disposal of sludge at Eyemouth through land-based outfalls is a matter for the Borders Regional Council of the Tweed River Purification Board and one in which my department has an interest to end statutory control," said Mr. Brown.

The start of the Edinburgh sewage dumping, at a site north of St. Abb's Head, is the culmination of protracted discussions with the eventual agreement of the Fishermen's Association.



Hugh Brown: Government not ignoring fishermen's interests.

The NCB would require Department of Trade permission to drill in the Forth. They had been told that drilling would interfere with the interests of fishermen and a meeting was being arranged between the two sides.

The fishermen have also

complained about lack of attention on rubbish and oil dumped. He said that the statutory powers to prosecute an offender.

Mr. Welsh said: "I am sure the suggestion that the regard is paid to fishermen's interests."

ABERDEEN'S SPEYSIDE ON THE WAY

A NAMING ceremony for Scotland's latest trawler is due to take place in Aberdeen on April 8. She is an 88ft. multi-purpose stern trawler to be called *Speyside*.

The vessel is now fitting out in Lowestoft at the Richards Shipyard where she was built. Main power for *Speyside* is supplied by a 900hp Mirlees Blackstone engine mounted forward.

Deck machinery is of the low-pressure hydraulic type with computer-controlled split winches. The latest navigational and fishing aids are fitted.

Accommodation for nine crew, messroom and bridge are all forward above the main deck, with the fishroom and net stores aft.

Speyside will be commanded by Skipper Peter Simpson of Buckie, partner of the vessel and one of the best-known and successful skippers in north-east Scotland. His wife, Barbara, will be naming the vessel.

Baroness Tweedsmuir

MEMORIAL SERVICES will be held in Scotland and London for Baroness Tweedsmuir who played a leading role in the last 'cod-war' negotiations with Iceland.

Baroness Tweedsmuir, who died on March 11, was Tory MP for South Aberdeen for 20 years — from 1946 to 1966.

During her career she was joint-parliamentary under secretary at the Scottish Office and Minister of State at the Scottish Office. She was also Minister at the Foreign and Commonwealth Office for two years.

KRILL BOOM

NORWEGIAN fjords are reported to be rich in krill. Scientists on board the research ship *Johan Ruud*, working in the northern fjords, have indicated catches of up to 2.5 tonnes per hour are possible. A special trawler would be needed.

Self- righting radar

THE RNLI has ordered ten more Deca 90 radars for 37 ft. Gull-class lifeboats which are so far not had radar.

The lifeboats are stationed at Seaham, Ramsgate, Anstruther, Ramsey, St. Quay and Kilmore Quay, remainder being under construction. The above go into Deca 90 self-righting and the radar have had to be specially adapted.

In addition, Deca 90 radars have been ordered for three new Aras-class lifeboats to be stationed at Broughton Ferry, Largs, and a port so far under construction. Those named are also to be Deca 90 type 300 and Navigator Mk 21.

In all there are now 10 Deca 90 radars in the RNLI fleet and the RNLI is implementing its regular fit radars in all lifeboats.

MINE IS BLOWN

SKIPPER Robin Allan and his crew of the *Green Pastures* caught a mine in the North Sea, north of the Abbe Head, Berwickshire. They hauled the mine in a Coldingham and dumped it with a marker buoy. A disposal unit from *Green Pastures* blew it up.

DEVOTION, a trawler, was blown up by a mine in the Forth. The 74-foot *Devotion* was owned by Alexander Strachan.

Market blow for Aberdeen

ABERDEEN has suffered a severe blow with the news that a 750 ft. section of the old fish market is to be closed from next Friday.

Merchants are "highly incensed" at the loss of valuable floor space as the remaining part of the market can only accommodate 4,500 cwt to 6,000 cwt. without stacking — a maximum of six trailers.

The industry's Joint Committee held an urgent meeting and is seeking a meeting with Aberdeen Harbour Board to discuss the crisis.

The section, which is said to be unsafe, stretches from the newer 60 ft. part to the end at Market Street.

Merchants claim that possible enforced cut-backs will lead to the loss of jobs.

A full statement is expected after the meeting with the Harbour Board. Jack Craig, vice-chairman of the Harbour Board, said: "We have to try and resolve the situation and work out what we can do in the best interests of the industry."

Uppermost in most minds is the threat of the loss of fish and boats to other ports.

Mike Low, fish merchant and member of the Joint Committee, said the industry is 100 per cent against any closure.

The market has been faced with reconstruction delays since 1973. A reconstruction programme is going on at the Albert Quay section and the work on the fish market buildings at Palmerston are expected to begin in the near future.

In August 1976 the estimated cost of the new fish market building was £1,400,000 but, eventually, detail planning of the building has raised the cost to £2,100,000.

Talks were held recently with the Department of Agriculture and Fisheries for Scotland on the construction programme.

Dominant minister

HAMISH WATT (Scot. Nat. Bampf) asked the Minister of Fisheries, in the House of Commons last week, if he was aware of rumours that the EEC Commission was proposing a dominant preference for boats fishing within 44 hours of their home port.

Mr. Silkin replied: "I am not aware of such a proposal. If it would seem at first sight, it does not meet the clear definition of a dominant preference that I have, I think that the hon. Gentleman knows what my view would be."

Mooring lines

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SALMON WAR—'GUNS WERE MANNED'

A FISHERY protection vessel's commanding officer ordered his crew to man the guns after a fisherman on a boat they were chasing leaned out of the wheelhouse and shook his fist.

Then the ship's company dined on salmon found in a suspected poacher's net.

This was revealed during the 'East Coast Salmon War' trials at Duns Sheriff Court when the owners of three fishing boats appeared charged with illegal drift netting for salmon off the Berwickshire coast. They all pleaded not guilty.

The first trial involved James Dougal, his sons John and James and Norma Marshall, owners of the Eyemouth-based *Silver Viking*.

Lieut Richard Lippiatt (28), commanding officer of the protection vessel HMS *Shavington*, described a 6 a.m. rendezvous with a naval helicopter off Eyemouth. They saw *Silver Viking* near a drift net but, he claimed, the skipper ignored signals to stop and after a six-minute chase during which he put his crew on 'poaching stations' (manning the guns) *Silver Viking* was boarded.

"I ordered my ship to poaching stations after seeing a man lean out of the wheelhouse and shake his fist as we gave chase", said the commanding officer.

But when they went aboard *Silver Viking* all they found were two dead jellyfish and three nets which had not been used that day.

'Naughty'

Skipper James Dougal Jr. told the court: "I saw the drift net but it did not belong to me. I was not drift netting for salmon and I did not deliberately refuse to stop for the naval vessel."

"I did not hear or see the signals to stop. I was having my breakfast and someone else was in the wheelhouse."

In the trial involving Alexander Thorburn, Michael Thorburn and Marion Thorburn, owners of the Eyemouth-based *Green Pastures*, Lieut Lippiatt admitted that his company had dined on a salmon taken from a drift net spotted near the fishing boat off Eyemouth.

He agreed with defence advocate, Andrew Hardie, that perhaps it had been "rather naughty" to allow possible evidence to be eaten.

Commented Mr. Hardie: "The best evidence is the article itself. I accept there have been occasions where perishable goods have been destroyed but in modern times, with methods of freezing, there is no good reason for fish not being produced."

Lieut Lippiatt said *Green Pastures* was seen manoeuvring near a drift net. And he said the boarding party found only four mackerel on the deck of *Green Pastures*.

Skipper Alexander Thorburn claimed that it was pure coincidence that they had stopped beside a drift net, adding: "We were using hand lines to try and catch mackerel."

Prosecutor Fiscal, John Whiteley, posed the question: "Did you think you might be able to sell a couple of overripe mackerel to some gullible holidaymaker in Eyemouth?" The skipper replied "Yes."

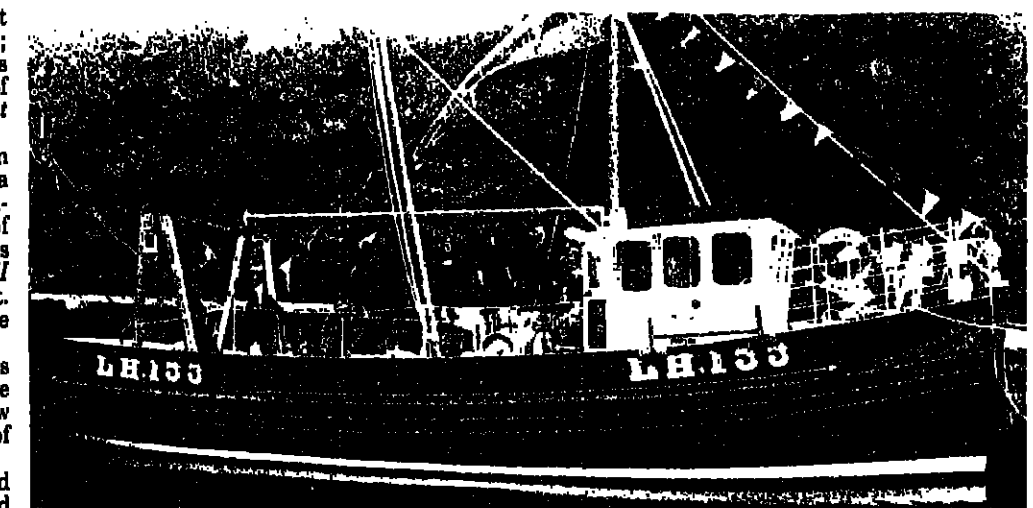
The third trial involved

Robert Aitchison Snr; Robert Aitchison Jr; Robert Simm; and Eyemouth Fishermen's Mutual Association, owner of the Burnmouth-based *St Nicholas II*.

Sub. Lieut James Wilson described how he was in a helicopter on patrol off Burnmouth and he took a series of photographs as he watched as the crew of *St Nicholas II* hauled a net on to the boat. Three salmon caught were put into a fish box.

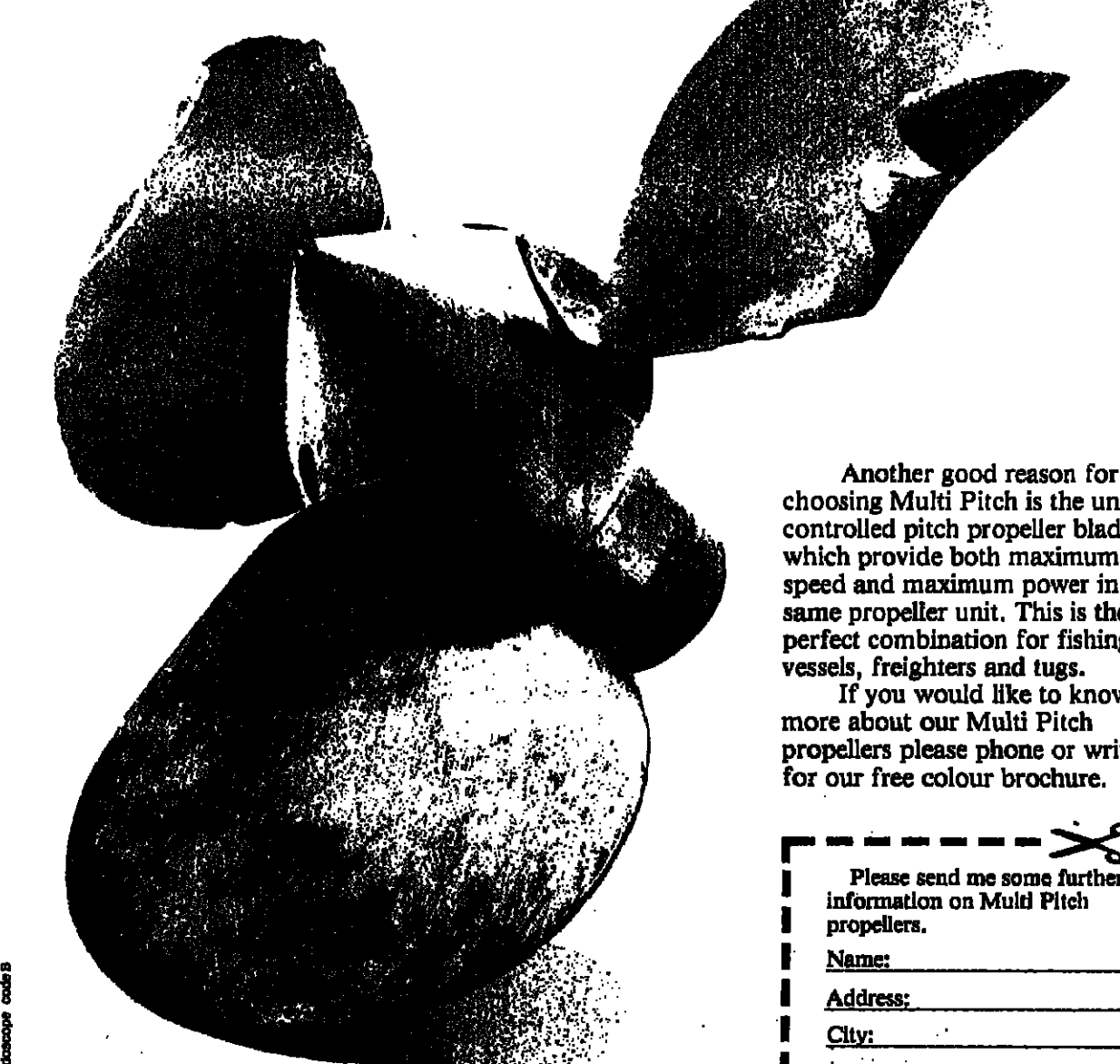
"After about five minutes the crew realised they were under surveillance and I saw the net being cut and part of it drift away," he said.

The trial is continuing and Sheriff Paterson has reserved judgement on two cases.



St Nicholas II — three salmon put into a fish box on board.

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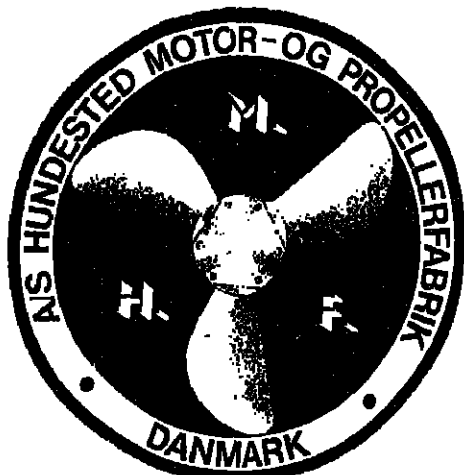
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EEC gives away our fish MPs SLATE DEAL WITH FAROE

THE PROVISIONAL agreement between the Faroes and the EEC found no friends when it was debated in a Commons committee last week. Hugh Brown, Under Secretary, Scottish Office, set the tone when he described the agreement as "unsatisfactory to us in many respects."

The criticism was echoed by all who spoke in the short debate.

Mr. Brown said the amount of cod and haddock British boats could catch had been drastically reduced — from 18,000 tonnes in 1976 to 7,000 tonnes. The United Kingdom share of saithe and other stocks allocated to the EEC needed to be improved to take account of the severe cod and haddock losses.

On the return side of the

agreement, the Government is particularly concerned that quantities of herring and mackerel from the west coast of Scotland which the Faroes can take are too great.

"I must stress that these offers", Mr. Brown said, "2,000 tonnes of herring and 20,000 tonnes of mackerel, of which 17,000 may be taken on the west coast, were made on the Commission's own responsibility."

"The UK delegation expressed its serious concern, particularly as regards the herring, both on conservation grounds and because we were not getting enough cod and haddock in return."

However, the Government would not have considered these provisional arrangements in isolation

from the arrangements between the EEC and other third countries, including Norway.

Alloch, Buchanan Smith (Con), North Angus and Mearns said they were desperately uneasy with the situation and the agreement — temporary or not — was totally unsatisfactory.

The agreement was "all give by Britain and all take by the Faroes."

"They looked for a one-for-one agreement rather than this, which was cutting worry and concern in Aberdeen whose boats were mainly affected."

Patrick Wall, chairman of the Conservative MPs fisheries committee, said that boat sides were agreed that the arrangement was unsatisfactory.

They looked to Mr. Silkin to take the action he said he would take to impose unilateral conservation measures, and they would press that those measures be taken rapidly.

On restriction he put above all: to allow vessels only one type of net.

Replying to the debate, Mr. Brown said: "I do not think we can afford to give anybody a single tonne of herring. If we do, it is at the expense of our catch quotas. They are limited enough."

Hamish (Banffshire), who spoke on fishing, said that no herring was to be traded away for the next two years to give stocks a chance to recover.

Any herring caught by Britain must be earmarked for our own processors and have been starved of supply.

The stocks of herring are now so scarce that they can be given a chance to recover.

Quoting Gilbert Butler of the Scottish Herring Producers' Association, Watt claimed: "If herring is the currency of the Atlantic then Britain's broke."

The restrictions placed on Scottish vessels fishing off Faroe are now so severe that many Aberdeen skippers and owners are reluctant to fish there as they cannot make such a trip cover its cost.

Mr. Watt asked Hugh Brown MP if we could use the Faroes to take only 2,000 tons of herring; allocated and called on the Government to monitor the situation more closely.

Scottish boats going to France waters have to do in and out, also report the text of their catches. It is that Faroe boats should have to do the same as they operate within our waters.

March 24, 1978

'ST JOHN' IN COLLISION

THE LOWESTOFT side trawler *St John* was forced to head back to her home port on Friday last week just 24 hours after leaving for the North Sea grounds. She suffered bad bow damage in a collision.

The Grimsby stern trawler *Shawnee* has been switched to Lowestoft as a replacement for her damaged sister-ship, *Mohave*. This craft has returned to Grimsby for repairs following damage to her bows in a collision.

The collision with *Iktinos* left an extensive hole in the bows of the Lowestoft vessel and peeled back some of her plating. The Greek vessel was also reported to be holed above the waterline, but was able to continue her voyage.

Stanley Phillips of Lowestoft, *St John's* chief engineer, sustained face and shoulder injuries in the collision, but was able to walk ashore to a waiting ambulance when the vessel docked.

A spokesman for Colne said that arrangements were being made to carry out a full inspection of the damage and the vessel was moved through the bridge to the North Quay for this to be carried out.

Line catch

THE NORWEGIAN longliner *Oyliner* is reported to have taken 144 tons of line fish in 24 days. The boat came to the Isle of Lewis last year to demonstrate her Mustad Autoline system.

In 1979 he bought the 70 ft. *Ros Muc*. Over the next ten years he worked as a crew member on a number of vessels.

In 1979 he bought the 70 ft.

Seiner trips over to new base

THE 39-TON Esbjerg anchor-seiner *Jens Højen* (E 45) has been bought by Skipper Harry Thomsen and will operate from Grimsby under the management of Sam Chapman & Sons.

The vessel has been renamed *Fiona Thomsen*, after Skipper Thomsen's daughter, and allocated the fishing registration GY 204.

Built in Denmark in 1961, the seiner is of the traditional wooden design which has proved so successful at Grimsby over the years.

She is fully equipped with electronic navigation and fish finding aids and the deck machinery includes hydraulic rope storage drums.

Fiona Thomsen is the 12th deal completed in the last year involving Danish anchor-seiners sold to Grimsby ownership. Six of these vessels are now being managed by Chapmans.

Skipper Thomsen is fishing his new command across from Esbjerg and the vessel should land her maiden trip at her new home port sometime after Easter.



Harry Thomsen — fishing over his new command from Denmark.

HOWTH 80-FOOTER

SKIPPER John O'Connell of Howth, Co. Dublin, Ireland, has taken delivery of a new 80 ft. trawler at the BIM boatyard in Baltimore, Co. Cork.

The new vessel, named *Johnnamlin*, was launched by the secretary of BIM, Sean McCarthy, on Wednesday last week.

Financed under the BIM Marine Credit Plan, the trawler has accommodation for eight.

Skipper O'Connell, a native of Valentia Island, Co. Kerry, started his fishing career in 1959 on board the 60 ft. *Ros Muc*. Over the next ten years he worked as a crew member on a number of vessels.

In 1959 he bought a share in the 75 ft. trawler *Jasper* and skipped this vessel from Howth.

In 1970 he bought the 70 ft.

Joan Patricia and over the years gained extensive experience of trawling and seining all round the Irish coast.

Johnnamlin (D 610) has an overall length of 79 ft. 9 in.; beam, 21 ft. 8 in.; and draft 11 ft. 6 in. Displacement is 140 tons and she has a design speed of around 10.5 knots.

The carvel-built boat is of iroko and native oak, with steel engine seating and steel whaleback. She is laid out with the engine aft, hold amidships and accommodation aft of the engine room.

She is powered by a slow-revving Gennoa 6F24T cylinder, four stroke, turbocharged, diesel of 660 bhp at 500 rpm. Green's own stern gear and VP propeller is fitted and her auxiliary is a Bukh of 56 bhp at 1,500 rpm. The boat has a fish hold to carry around 550 crans of

herring and a main winch by Hydraulik Brattvaag. This type DIA8 model unit has two main drums with an 11-ton pull and one gilson barrel. Her power block is Lössie's 28 in. model with two-ton pull.

Johnnamlin's wheelhouse equipment includes: Decca Navigator Mk. 21 with plotter; Elac LAZ T2 echo sounder; Elac DSC 8 bottom expansion unit; Elac LAZ 62 Fishluge; Elac DSC2 bottom expansion unit; two "Sailor" RT 144 25 watt VHF; "Sailor" T126/R105 400 watt PEP, SSB, radio telephone; "Sailor" R114 watch receiver; UME talk-back system; Elac SMIV Mittle Lodar sonar; Elac LAZ 44 Sonar Scope; Elac NS3E net sounder comprising Laz 51 Recorder, NES 3 Transducer, hydraulic cable winch (1200 metres cable); and C. Plath autopilot and compass.

No welcome at mission

GRIMSBY'S Danish Seamen's Mission has closed its doors to all but bona fide Danes and Scandinavian seamen after a spate of thefts by visitors.

Superintendent Neils Kassen took the decision last week after a non-Scandinavian was reported to have walked away with the main entrance "welcome" mat.

The matter brought to a head a long period of thefts by visitors who had been allowed to use the mission for light refreshments.

During this time various money, cutlery, crockery and even tables have vanished.

New owner

THE Lowestoft-based inshore boat *Pioneer*, reported sold in *Fishing News* last week, is now owned by Ron Lusher. *Sparkling Star* has been sold to Cyril Taylor of Cromer, but will remain at the port.

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TRADE ENQUIRIES WELCOME

Oil slick tests

FOLLOWING the massive oil spill by the tanker *Amoco Cadiz* off the coast of France last week, a report issued by scientists on methods of testing toxicity by oil dispersants could make some timely reading.

In its Fisheries Research Technical report No. 39, the MAFF Lowestoft Laboratory

looks at new procedures for the toxicity testing of oil-slick dispersants.

Their results showed that oil of the type from *Amoco Cadiz* led to a fish mortality rate of 80-90 per cent. Mortality from dispersants varied from 20-100 per cent.

The report is restricted to tests on oil slick dispersants under the Dumping at Sea Act, 1974.

Insulate in foam plastic

"WE SHALL shortly be receiving a 30ft. steel hull which we intend to fit out ourselves."

The wheelhouse will be forward with an air-cooled diesel underneath. There will be a fish hold aft with a hatch in the middle of the after deck.

"Can you suggest ways of insulating both fish hold and engine space?"

"I think polyurethane foam or mineral wool inserted between the boat's hull plating and a wood lining would insulate the fish room satisfactorily. But a new method of insulating such even more effective."

A 14in. layer of a special rigid polyurethane foam plastic is stuck to the boat's sides and the after bulkhead of the fish room, and a 6in. layer to the engine room bulkhead, with a quick-acting adhesive.

When in place, laminations of glass reinforced plastic are applied to sides and

John Burgess' Log



The special polyurethane foam plastic is made by Bultrode Plastic and Chemical Co. Ltd., Bultrode House, Bowater Road, Woolwich, London SE18.

A block to lift a pot

"I AM finishing fitting out a 30ft. x 10ft. x 3ft. fish hold built by Hull Steel Craft."

"I will use it for working 300 inkwell-type, 30in. lobster/crab pots in fleets of 40."

"I have fitted a 2,000lb. pull, Powerlift hydraulic hauler and I want to use an open-sided block on a raised arm for hoisting pots up to the gunwale level."

"Where can I get a block of this type?"

"P.N.P. Duerr Ltd., Eastern Bouthouse, Burnham-on-Crouch, Essex, can supply open-sided pulley blocks designed to suit your purpose."

"I WANT to buy a solid fuel stove and an air horn for a vessel I have just acquired secondhand."

"I also want a wooden steering wheel about 3ft. 6in. diameter to replace the steel one fitted in the wheelhouse."

"Where can I get these items?"

"Davey and Co. Ltd., 30 West India Dock Road, London E14 8JE, can probably supply all of them."

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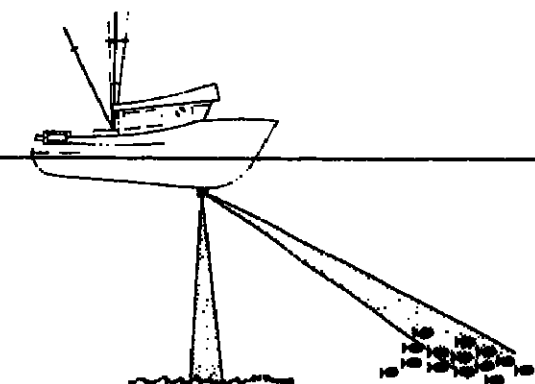
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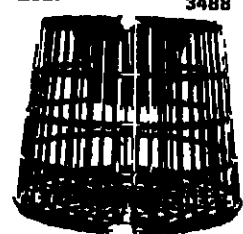
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HULL'S BOBBERS FACE THE CHOP

—55 men to go

A REDUCTION of 55
men of the bobber
workforce at Hull is
being proposed by Hull
Fishing Vessel Owners'
Association.

This would leave a total
workforce of 83 men for
carrying out both freezer and
wet fish discharges.

The reduction was put
forward after representatives
of the association and the
Transport and General
Workers' Union, which local
bobbars are members, had
met last week to discuss the
number of bobbars needed for
wet fish landings.

The association made the
following statement:

"The low level of landings
in the past few months has
been such that a wet fish
bobber was only able to work
an average of 14 days per
week and this has meant that
their earnings were made-up
to a guarantee figure by the
association.

Economic

"The cost of this to the
Hull association is presently
at the rate of £20,000 per
month.

"It is obviously imperative
that these costs are reduced
and it was on this basis that
the meeting with the union
was held.

"With the anticipated
fishing opportunities for the
Hull wet fish fleet, together
with the intended landings of
Icelandic vessels in Hull, the
proposal has been made to
the union which allow both
Icelandic and Hull vessels to
land at economical cost.

"This proposal provides for

a combined workforce of 83
men which would result in an
unavoidable reduction of the
total workforce of 55 men.

Regretted

"It is hoped to continue
negotiations on these
proposals at the next meeting
with the union.

"These steps are regretted
but are necessary to enable
Hull to continue as a fishing
port, which it is determined
to do."

Easter boom blow

HIGH HOPES of a pre-
Easter week boom have
been dashed by one of the
worst Monday markets
Grimsby has experienced
for months. It set the
pattern for what can only
be described as a disap-
pointing week with the
demand for fish rarely
ever better than fair.

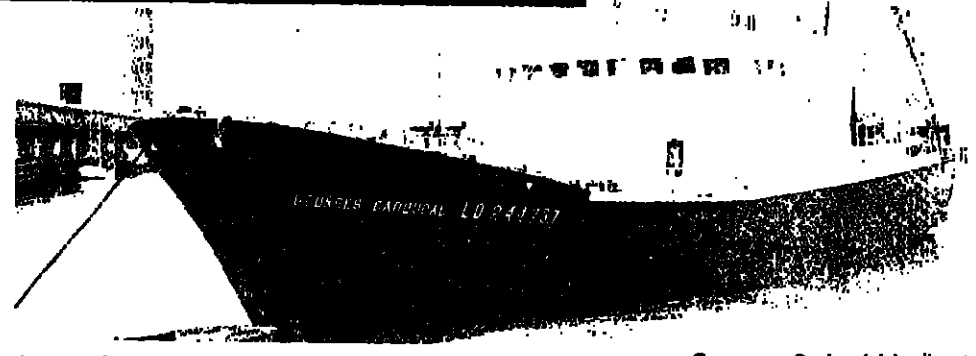
A slight improvement last
Friday hinted at better things
in store for Holy Week,
although many merchants
said they no longer expected
the soaring demand which
was always such a feature of
the immediate pre-Easter
trade.

One spokesman told
Fishing News: "I'm afraid
the old-fashioned style Easter
Week, or Show Week as it was
called in Grimsby, is dead
and buried. People no longer
gorge themselves on fish."

Price

"What seasonal business
there still is has largely been
killed off by home freezers
with the housewife buying in
for Easter when the price is
right and not just a few days
beforehand."

Consolidated Fisheries,
which shared the distant
water landings with the
Boston Group at Grimsby,
produced the best grossing of



the week after Gillingham
(Sk. John J. Loates) — back
from a 23-day Norway Coast
trip — turned out 1,378 kits
worth £40,480.

The catch included nearly
650 of haddocks, which sold
very well on a short haddock
market.

After patchy fishing for the
sidewinders off Norway this
was really quite a good trip.
Gillingham was well clear of
sister-ships *Notts Forest*
(£22,781 from 887 kits) and
Huddersfield Town (£26,581
from 1,201 kits) landing after
26 and 22-day trips respec-
tively.

Top middle water tripper,
with the heaviest landing of
the week, was the giant
French stern-fisher *Georges*
Cadoudal. Landing through
the Boston agency after a
fortnight on the Westerlies,
the Frenchman picked up
£39,865 from 1,524 kits.

Best local effort came from

BUT's *Rosa Civet* (Sk. Alan
Redpath) with £27,286 from
1,359 kits, although she lost
112 kits of cod to the salters,
after 17 days.

Plaice

The 'cat' class trawler only
just held on to her number
one spot, being all but out-
grossed by *Rosa Kelvin* (Sk.
Pat Philipson) which brought
back 1,106 kits from 15 days
worth £27,253.

North Sea trawling
honours went to Lindsey
Trawlers' *Tom Grant* on
£13,893 from 487 kits, mostly
quality plaice, whilst the
former Grimsby trawler
Scampton, now of Lowestoft,
returned to the Humber with
another big plaice trip. She
grossed £12,075 from 459 kits
through the Tom Sleight
agency.

Georges Cadoudal landing at
Grimsby last week with 1,524
kits.

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fish handling

PROCESSING AND MARKETING

Fishing
News
Supplement
No. 9, Mar 24

BLUE WHITING ATTACK

Mince trials for Japan

THE BID TO GET blue whiting accepted as
a marketable product takes a new turn
next month when the Japanese plan to bring
machinery in to Stornoway, Isle of
Lewis, to produce minced fish. This product,
known as "surimi" on the Japanese market,
is very popular when made from Alaska
pollack. The processed fish will be sent to
Japan for marketing trials.

The White Fish Authority
will also be continuing its
trials with blue whiting to
produce a satisfactory
minced block at the Rolf
Olsen factory in Stornoway.

Following last year's trials,
a redesigned Baader 121
machine has been under test
at the WFA's Industrial
Development Unit in Hull for
the past four weeks.

The skinning unit and final
stages of the machine have
been rebuilt in the new
design. This machine has now
been sent back to the Baader
factory in Germany.

A spokesman for the WFA
said that overall the machine
had worked quite well on blue
whiting caught last year. This
was thawed and, by chilling
again, produced a product
which the machine could
handle.

Baader is now building
three pre-production
machines, and one will be

bought by the Authority.

Alongside the Baader
machine at Stornoway will
be a Swedish-produced Aren-
co processing line. This will
be used to head, split and
clean blue whiting.

Finland will be taking some
of the blue whiting for trials
with its Arenco processing
line in Turku.

Blue whiting trials will run
from the beginning of April
until the end of May. Vessels
will be contracted to land 10-
20 tons of fish twice a week at
Stornoway.

Contracts for landing have
not yet been placed, but with
the promise of a big fleet
moving up to the blue whiting
grounds, supplies are not ex-
pected to be a problem.

The blue whiting season
could provide the last fish the
Rolf Olsen factory handles.
Redundancy notices were
issued to all the permanent
staff last month.



WE'RE EATING MORE FISH AGAIN

FISH consumption is
on the increase again
— but only slightly.

According to a national
food survey by the Ministry
of Agriculture, Fisheries and
Food, fish consumption rose
to 4.14ozs, a week in the
quarter October-December
1977.

However, there is little
cause for rejoicing. According
to the MAFF, the figure is
"still appreciably lower than
a year earlier."

According to the survey,
most of the decrease was in
processed and cooked fish.

What a dish!

Elizabeth Simpson (above) is
the newly-crowned White Fish
Champion of the Year. The 17-
year-old schoolgirl from Lan-
caster scooped the title and the
Henry Williamson Billingsgate
Trophy with a dish of chunky
colley. See page 21.

NORWAY FISH DUTY THREAT

UNLESS the EEC duty on fresh fish from Norway is reduced sales on the
British market may come to a complete halt. "There is no sensible reason
why this sale should be charged with a tariff of up to 18 per cent," says a
leading Norwegian fish importer on Tyneside.

Fresh fish prospects
are excellent if tariffs are
reduced. "But with pre-
sent duties we are being
priced out of the market,"
points out Harald Gron-
ning, Norwegian fisheries
representative at North
Shields.

Last year sales of fresh
and round frozen fish
were under 1,000 tons, as
against 24,000 tons some
years ago.

The director of the ex-
port office of the
Fisheries Ministry, Jan
Vembo, said in Oslo that
the EEC duty on fresh fish
simply increases the price
to consumers.

This is nonsense at a
time when the EEC coun-

tries' own fish resources
are reduced through the
introduction of economic
zones."

Mr. Vembo is hopeful
that the situation will im-
prove by the introduction
of large duty-free quotas.

Unlike fresh fish,
frozen fish is considered
an industrial product and
is subject to a duty of only
three per cent.

Last year Britain was
the biggest market for
one of Norway's leading
frozen fish exporters,
Nordic Groups A/L
reports sales worth
almost £40m in 1977.

Land-based freezing

plants exported 22,000-
tons and factory ships
15,500-tons. The factory
ships delivered exclusi-
vely to UK buyers and
Britain took 24,880 tons
worth around £20 million
from Nordic Group plants
and ships.

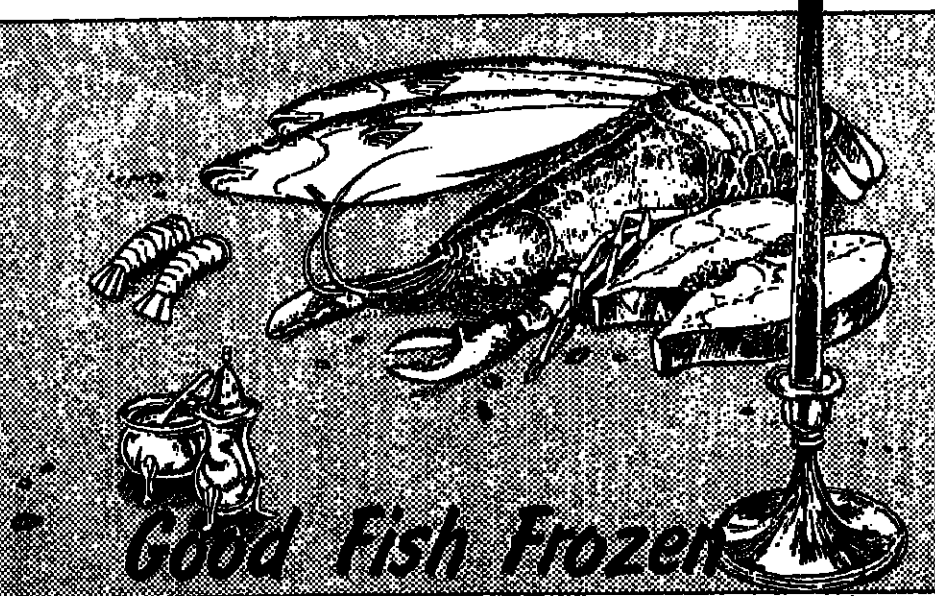
USA is the second
biggest market, but Nor-
dic Group warns that
future expansion there is
threatened by mounting
production costs.

Fish fillets are now
priced at almost three
times the price of chicken
on the US market, whilst
seven years ago the price
of fish and chicken was
the same.

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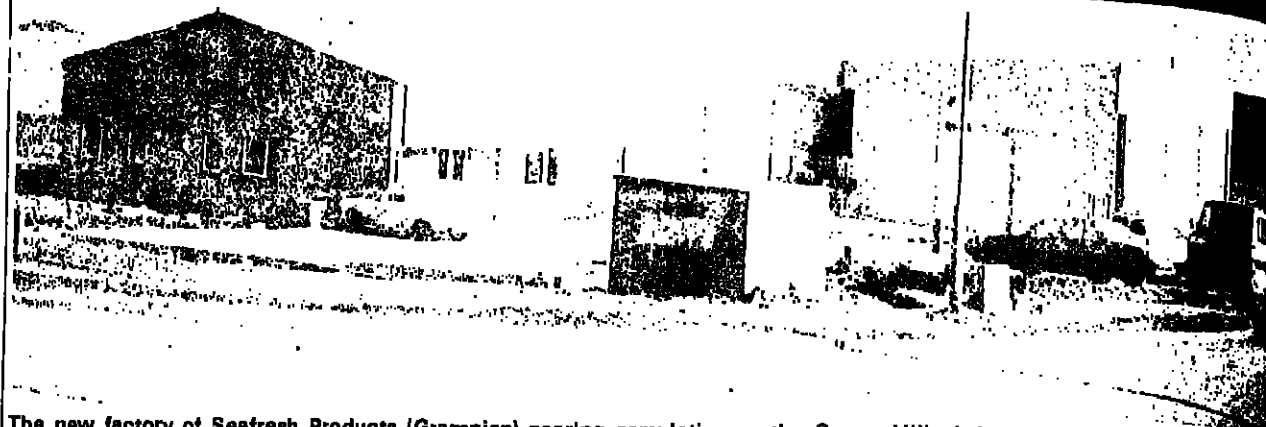
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CORREO CENTRAL,
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ARGENTINA.

FISH HANDLING, processing and marketing



The new factory of Seafresh Products (Grampian) nearing completion on the Spurry Hillock Industrial Estate at Stonehaven.

NEW FISH FACTORY TO SPREAD THE 'SEAFRESH' TASTE

TOP QUALITY Scottish inshore white fish is now being processed at a new factory on the Spurry Hillock industrial estate at Stonehaven, south of Aberdeen.

Seafresh Products (Grampian) Ltd. moved into the new premises in March and when in full production, will have an average output of some 15 to 20 tons of processed fish a week.

The firm, catering mainly for the UK retail trade, produces a full range of frozen white fish products including plain and breaded fillets, plain and breaded fish portions, fish fingers, and specialities such as Haddock Goujons (breaded thin slices of haddock).

They differ from the conventional fish finger in that the pieces are cut from a single fillet rather than from a laminated block.

All products are made from inshore plaice, haddock and cod bought mainly from seine net vessels in Scottish north-east ports.

Seafresh is, in fact, an offshoot of the old-



Packing single breaded haddock fillets in two lb polythene bags.

established Aberdeen merchanting concern of Alec Ross which diversified into frozen fish about ten years ago.

This work steadily developed but, as there was no room in which to expand

the Aberdeen premises, part of the business was moved to Stonehaven about five years ago and given the name of Seafresh Products (Grampian) Ltd.

Only five people then worked at Stonehaven but, as the business prospered, the labour force was steadily increased to 34 full and part-time employees.

A new factory became essential as there was no longer enough room in the rented premises.

All fish handled by Seafresh is filleted and frozen in the Aberdeen plant and then brought to Stonehaven for further processing, packing and distribution.

Steve Ross, director of Seafresh and of Alec Ross, explained the logic of dividing production between the two buildings rather than moving the whole concern into one centre.

It would be uneconomical to rehouse the Aberdeen freezing plant, he said, but the company also feels reluctant to move out of Aberdeen where it has been established for so long. Some staff have been with the firm for 20 years or more there.

It has been much easier to recruit new workers in Stonehaven, however, as there are severe labour problems in Aberdeen with competition from the oil industries.

Mr. Ross also said that a filleting unit employing ten people will shortly be set up in Fraserburgh to cope with the growth in business.

The north-east of Scotland said Mr. Ross, is becoming more and more important for the small white fish processor.

The total investment represented by the new Stonehaven factory, together with its processing plant of which most has been moved from the former premises, is in the region of £120,000.

Equipment includes Guylow breaching machines, fish fryer and fish finger cutter, two J. C. Weller band saws and a Hobart band saw, a Saxon heat sealer for polythene bags, and an F. A. Power carton strapper.

Tunnel

Refrigeration Aberdeen installed the refrigeration plant which includes a 100-ton capacity cold store and a continuous belt tunnel freezer.

Products for retail outlets are packed in one lb. and two lb. polythene bags and marketed either under the name of Seafresh or the labels of a number of big distributors.

Normally the one lb. bag is sent to supermarkets and small grocers, with the larger packs to the bigger frozen centres. Some products are also prepared for catering.

Other products to be developed in the near future include breaded scampi. It is planned to shell these on the premises.

The new factory is a single-storey building covering about 5,000 sq. ft., but there is ample room for expansion.

FISH HANDLING, processing and marketing

THE FIRST International Seafood Conference is to be held this year at Monte Carlo, Monaco, from November 12 to 15.

Sponsored by the Erkins Seafood Letter and Seafood Conference International Inc., it offers seafood companies the chance to meet and exchange information and ideas.

Topics to be discussed are: marketing, world-wide trade agreements, world economic outlook, fisheries management and development, potential of under-utilised species, fishing rights and the 200-mile limit, and ecology and environment.

The organisers say that accommodation is limited and suggest that those wishing to attend should apply now.

Further information on the conference and accommodation from: International Seafood Conference, 111 East Wacker Drive, Dept. 1, Chicago, Illinois 60601, USA.

SHELLFISH TRADE TO MEET UP IN MONACO

Sunday, November 12, 1978. Evening, reception for all registered guests.

Monday November 13, 8.00 a.m. Opening breakfast. 9.30 a.m.-12.30 p.m. General Session, Opening ceremonies. "How a Multi-National Company looks at Growth and Profits in Seafoods."

Panel Discussion: North Atlantic Fisheries: Supply prospects, product forecasts, marketing plans, price outlook. Representatives from Canada, Denmark, Iceland, Norway, Spain, United Kingdom and the United States.

2.00 p.m.-4.00 p.m. General Session: "How the World's Major Seafood-Consuming Nation is Reacting to Extended Jurisdiction."

Panel Discussion: North Pacific Fisheries: Supply prospects, product forecasts, marketing plans, price outlook. Representatives from Canada, Japan, Korea, USSR and the United States.

Tuesday, November 14. 9.00 a.m. — 12.30 p.m. General Session "Fisheries' Development Plans of Emerging Nations."

Panel Discussion by Crustacean Suppliers: Representatives from Argentina, Australia, Brazil, India, Mexico, Nigeria and South Africa.

2.00 p.m. — 7.00 p.m. General Session "Emerging Technology in the Fish Industry."

"Worldwide Health Considerations for the Seafood Industry." (Dr. John Liston, Director of the Institute of Food Science and Technology, College of Fisheries, Seattle, Washington, USA).

Wednesday November 15. 9.00 a.m. "Multi-national Negotiations and World Trade."

"International Financial Trends."

"Energy: A Crisis for the Fish Industry."

Noon, Adjournment.

People



MR. V. BROGDEN has been appointed sales manager of the Union Cold Storage Co. Ltd. Mr. Brogden, who was formerly with Granco Refrigeration and is a member of the Institute of Refrigeration, took up his new position on March 1.

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SPECIALISTS TO THE FISHING INDUSTRY

FISH HANDLING, processing and marketing

Big world market for small-scale fish meal plant

A COMPACT fish meal plant for use on ship or ashore has been designed by a Scottish engineering firm.

Anderson Engineering (Keith) Ltd. already has orders for two plants for British customers and is currently handling around 60 to 80 enquiries from abroad.

BY GLORIA WILSON

The firm has set up a London office to market the equipment although it will be manufactured entirely in Scotland.

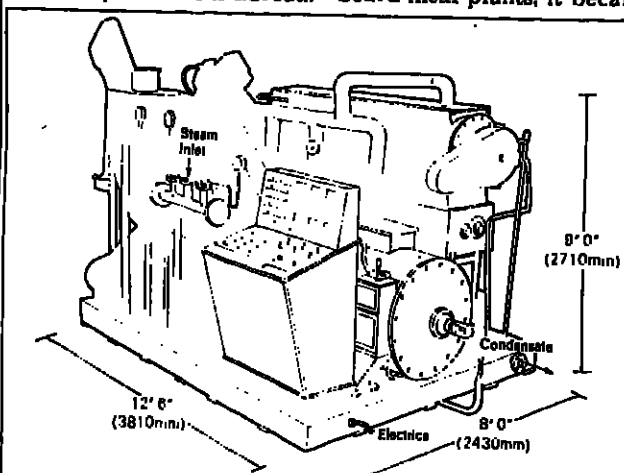
Following an earlier involvement with larger ship-board meal plants, it became

apparent to the firm that there would be a considerable demand for a smaller and more compact unit aboard fishing vessels.

It would allow offal and non-commercial species normally dumped overboard to be processed into a highly marketable product.

A prototype version was designed and built at Keith and a four-month research programme was carried out in conjunction with Torry Research Station, Tropical Products Institute and the White Fish Authority.

Named the A250 Compact Fishmeal Plant, the unit is designed to produce high-quality fish meal on a continuous process basis with a raw material input rate of 250 Kg per hour.



Above: this drawing of the meal plant gives an indication of its size.

need for the minimum of attention.

The steam pressure control manifold and the electrical control console are mounted adjacent to each other so that they can be easily controlled by one operator.

All electrical functions of the plant are controlled from the console, on which the remote control switches and push buttons are mounted on a horizontal panel and the metering and circuit indication lamps are fitted at eye level on a vertical panel.

Alarm

Built-in safety circuits eliminate operator error and prevent jamming of materials in the event of a unit failure.

This is done by electrically isolating all drive units upstream of the malfunctioning part while maintaining the process downstream. Remote alarm circuits give indication of interrupted production.

There are console controls for the cooker, screw press and dryer speeds to enable the right speeds to be chosen for differing raw material inputs.

The level of raw material in the cooker hopper is monitored and maintained by use of a sonic probe which controls the intake conveyor.

A capacitance probe fitted in a reservoir tank automatically controls the stickwater discharge pump which, for shipboard use, discharges overboard.

There is no need to carry

Lifting

The plant, weighing only 5.5 tonnes and with a volume of 25.38 cu. m., is contained on its own base plate complete with a lifting frame for ease of installation.

All steam, condensate and electrical services are located within the framework of the plant and end at the edge of the baseplate so that they can be easily connected by the customer.

The entire plant has been designed to combine efficiency and reliability with the

**Something
new for
the galley
slave**

KEMPSAFE has introduced a space-saving, multi-purpose galley cooker complete with oven, grill, toaster and plate warmer.

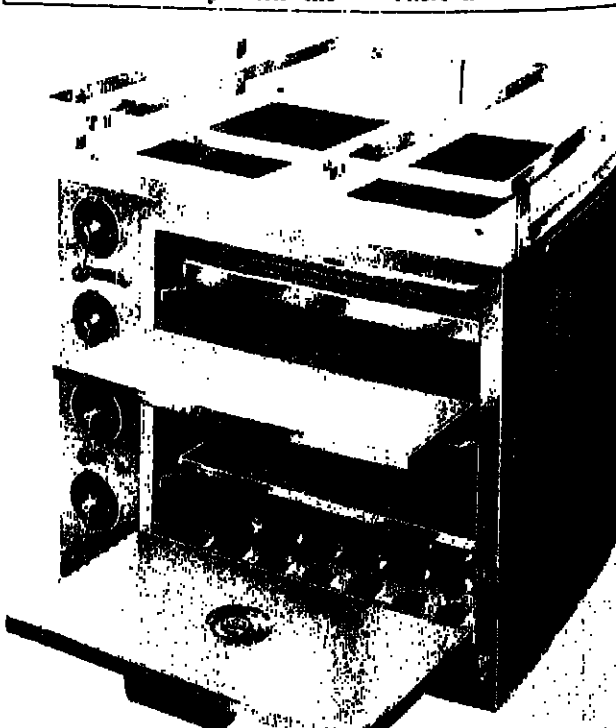
The cooker, of strong lightweight construction, measures 28in. x 17in. x 28in. (727 x 447 x 723mm) and weighs 195lb (88kg) leaving a space beneath for a pan or plate rack.

Orders

The maximum electrical load of the top plates and oven is 4KW, the toaster/grill unit 3.5KW with variable switching at three selective rates on the hot-plates, oven and toaster/grill. It is produced in any voltage from 110V AC/DC upwards.

Kempsafe say that it has received orders from builders of naval patrol vessels interested in its weight and space saving.

Further details from Kempsafe Ltd., Quayside Road, Southampton.



The Kempsafe Type K92/GT, one of the range of heavy duty cookers now on the market.

FISH IN SAUCE LAUNCH

FINDUS is now offering a two-serving pack of fish in sauce.

This follows the recent launch of Two Fish Steaks in Butter or Parsley Sauce into a London and north-west test market.

By using an economical alternative to cod, Findus is able to offer a fish in

sauce range with a considerable price advantage over similar cod in sauce products.

The cook-in-bag dish comprised two individual 6oz white fish steaks in sauce, and comes in the familiar sea-sparkle packs of the Findus range. RSP is 87p for 12 oz.

FISH HANDLING, processing and marketing

an assortment of spare fuses as the unit is fitted with miniature circuit breakers and ambient thermal overloads to provide a high degree of circuit and motor protection.

Voltages and frequencies are arranged to requirements of the customer, and the plant can be supplied with additional ancillary equipment for oil recovery.

The unit costs about £65,000 and the maker believes it is the only UK concern making small meal plants of this type.

Offal

Although initially designed for use at sea, the units are also suitable for use ashore handling the offal from smaller processing concerns.

They would be useful in the UK where it is uneconomical for small firms to send offal long distances to meal factories, but they have a huge potential in those overseas countries where there are virtually no facilities to treat fish offal.

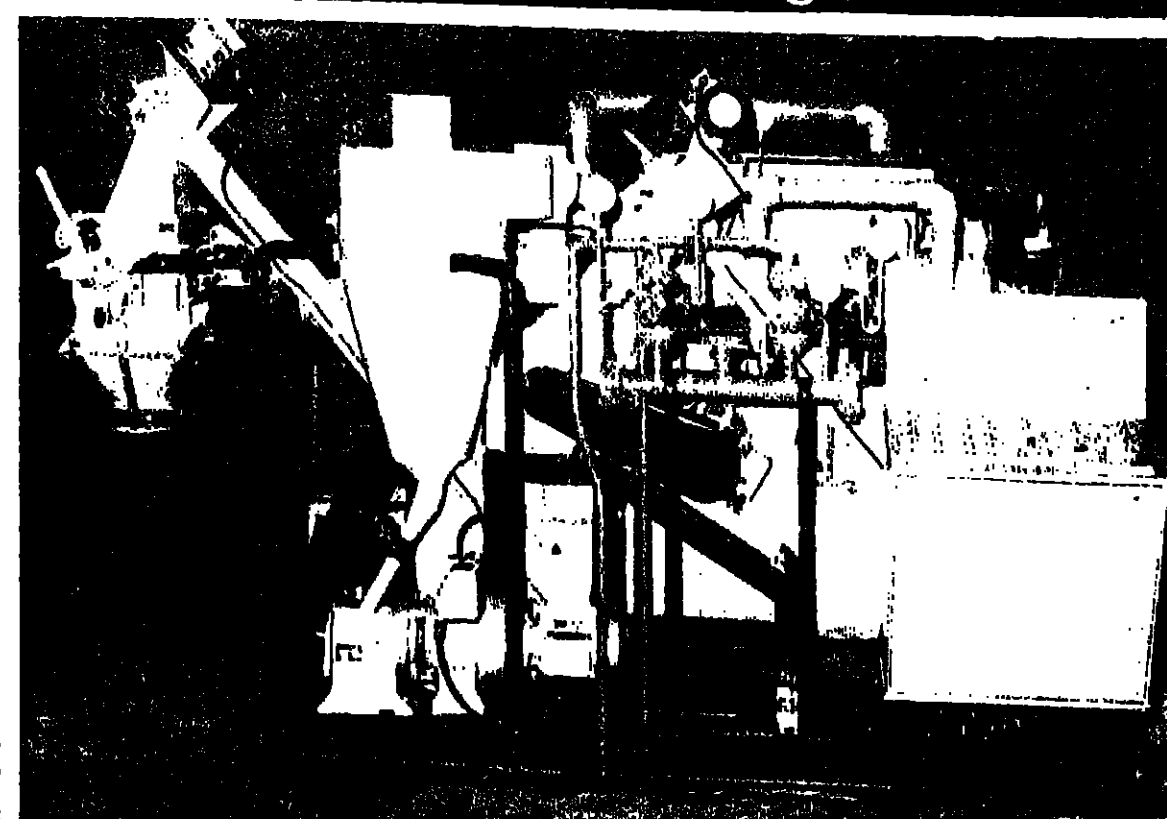
Anderson can supply land-based units as a package deal with a raw material input capacity of from 250 Kg to 1,000 Kg per hour.

In certain situations, the manufacturer says, the use of a number of these small units in unison could have considerable advantages over that of a single, large fish meal plant. It would allow a good degree of flexibility where raw material supply is erratic.

In times of low supply, production could continue by reducing the number of plants in use. It would then be uneconomic to operate a large single unit.

A variety of raw material is available, such as whole fish and fish offal, the small plants could be used to produce different qualities of finished product.

Maintenance could be planned by closing one plant down at a time and malfunction in one plant could allow



Anderson's fish meal plant (above) can be installed either aboard ship or ashore.

production to continue without deterioration of the backlog of raw material.

There is also the economic advantage of being able to fit only one unit initially and, then, adding at a later date as finance and raw material becomes available.

Overseas

Two single units have been built at Keith for white fish processors in Scotland and Milford Haven which will use them for processing offal. These machines have yet to come on-stream.

More enquiries have come from the UK, but the many overseas countries showing a keen interest in the units for both shipboard and land-based use include America, Africa, Malaysia, Turkey, Russia and the Arabian Gulf states.

'We're sending profits away'

A CALL FOR greater local involvement in the sale of Manx £54 million fishing industry was made in the island's House of Commons last week.

Wing Commander Roy MacDonald, Manx MP for the west coast fishing port of Peel, urged the House to consider a big push being made to further develop the processing side of the Manx scallop and herring industry.

Speaking during an emergency debate concerning the closure of a number of small manufacturing firms on the island, Mr. MacDonald said: "We can employ lots more people if we process fish properly ourselves, instead of salting and barrelling them and allowing the profits to go off the island."

Referring to what he termed "the colossal profits" of the industry last year, Mr. MacDonald said he was hopeful that processors could be persuaded to operate in the northern ports of Ramsey and Laxey during the forthcoming herring season.

At present an increasing number of both scallop and herring processing factories exist in Peel, the capital

Douglas and the island's southern ports, but not in the northern ports where light engineering works have closed causing considerable local redundancies.

The MP said that the fishing industry had gone out of island hands. Manx government money was being used in grants to help outsiders build the factories.

But there was still "terrific capacity for expansion" and he suggested it be taken under control.

Season

Meanwhile, preparations for what is promising to be another bumper Manx herring season are well advanced. The controversial licensing system introduced last year will again be enforced, although the number of permits to work the grounds has been increased by the issuing authority, the Isle of Man Board of Agriculture and Fisheries.

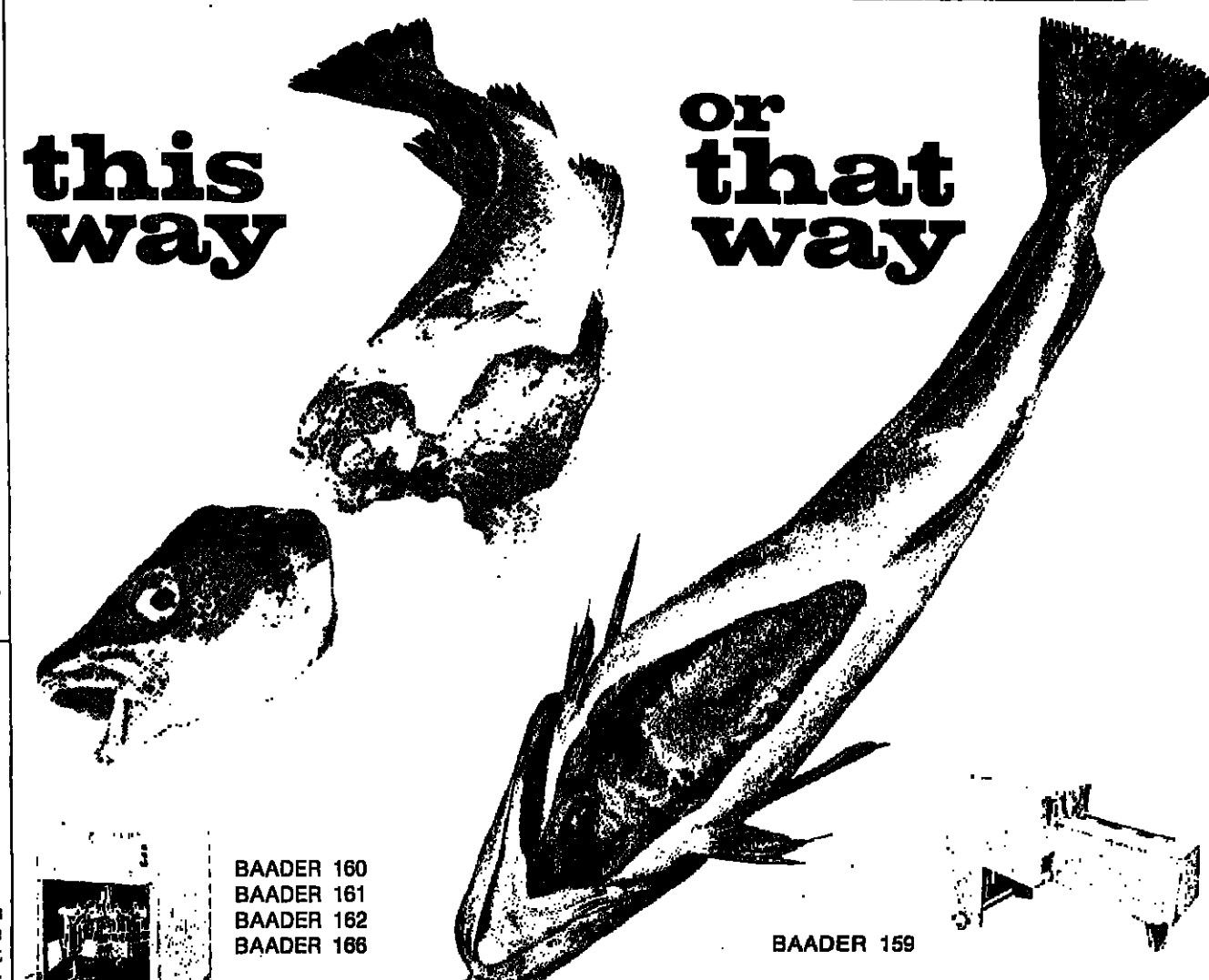
Strict quotas, arrived at following consultations with the marine biologists based in Port Erin, are also expected to be applied.

FRENCH FISH BOX DETAILS

THE FRENCH plastic fish box manufacturer, Allibert, has issued a new container catalogue for 1978.

The firm has been doing big business in Ireland recently as part of the country's fish quality drive, and has already supplied many thousands of boxes to British ports.

A copy of the colour leaflet, which gives full dimensions of the many containers available, is available from: Allibert (UK) Ltd., Berry Hill Industrial Estate, Droitwich, Worc. Tel. 4221/2/3.



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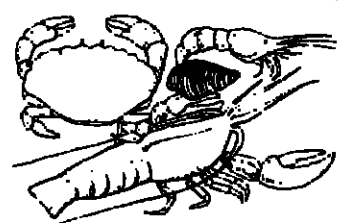
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FISH HANDLING, processing and marketing

CANNED FISH IS A BIG MARKET

**-but we're just
not making
the most of it**

TO PUT the UK market for canned fish in perspective against other areas of the fish business makes interesting reading. At retail prices canned sales are currently worth £103m, which compares well with the quick frozen retail market at £120-£160m and the fish and chip trade which is reputedly earning something between £70m and £80m at retail prices.

Again, as a comparison, canned fish is worth more than canned soup, baked beans, chocolate biscuits — and 50 per cent more than jams and marmalades.

Yet, despite its size, the canned fish fixture in supermarkets is generally poorly positioned and badly

merchandised. The main reason for this is that canned fish suppliers do not have large sales forces to make retail calls and, so, the fixture is left to the store staff. They are inexperienced in that particular market and find the various can shapes and sizes difficult to handle.

There is a great opportunity for money to be made by retailers who do a good merchandising job in this

product field. They can steal a march on their competitors. For many years the canned fish market was dominated by imports of Portuguese sardines, canned tuna from Japan, pilchards and, above all, sockeye salmon. The British are the biggest eaters of canned red salmon in the world and, traditionally, 50 per cent of exports came to this country.

However, red salmon

40 per cent by UK production. As another indication of the trend, John West has approximately 10 per cent of its canned fish needs from UK producers.

Few markets can boast that the prices operating today are almost unchanged from a year ago and, in some instances, are significantly cheaper. This is something

**bigger
than
baked
beans**

that the trade should take advantage of, and the household must appreciate when it remembers that inflation is still running at around 10 per cent. Frozen and fresh fish products are very much in excess of that.

The main reason for this is the stability of sterling and the fact that EEC duties are no longer increasing. The outlook for the next six months is good in terms of price stability.

Canned kipper fillets are 5p or 6p per tin cheaper than 12 months ago. Canned salmon, tuna, sardines, herrings, prawns, crab and mackerel are no more expensive than a year ago. Canned fish represents excellent value for money when compared with other sources of nutritious protein available.

Mackerel steaks, at prime quality, can be bought for as little as 25p for 1lb. And 7oz of kippers at 35p compare well with the price per lb of fresh and frozen kippers. Pink salmon at 65p for 1lb — and particularly the 1lb can

**no sense
in buying
back
our own
mackerel**

at around 90p — represents excellent value in today's marketplace. Not only is canned fish a big market with a great deal of variety but the future prospects, particularly for UK producers, are excellent. If our government is successful in its negotiations and British fishermen secure

FISH HANDLING, processing and marketing



by BARRY
BROWNING,
Trading
Director,
John West
Foods Ltd

their rightful share of the fish around our shores, there represents a wonderful opportunity for canning. This is both for the UK market and for export possibilities.

However, there is a great need for better integration and co-operation between the companies fishing, processing and marketing than there ever has been in the past.

As an example, mackerel is now the UK's most important catch with 170,000 tons taken in 1977, but only 40,000 tons were utilised by the UK either for canning, fresh frozen consumption and fish meal. 130,000 tons have apparently been exported as whole fish for processing and selling by others like the Russians, the French and the Danes. It does seem not to be in the best interests of the UK when fresh frozen Cornish mackerel is sold to a dealer in Boulogne, who sells

it on again to a canner in Denmark, who then fillets the fish, cans it, and re-exports back into the UK market. We ought to be able to organise ourselves better in terms of added value!

Another prime instance of missed opportunities in terms of integrated effort is Scottish sprats. In 1977, 550,000 cases of 100 tins of sild sardines were exported by Norway at a C.I.F. value of £71.88m from fish originating and caught in Scottish waters! The fish represented 60 per cent of Norwegian exports of canned sild sardines.

In addition to mackerel, with its world market potential for 300,000 tons in canned form alone, and sprats, there is once again an opportunity for pilchards with the undoubted restrictions and shortage of South African pilchards this season.

Securing fish for fishermen is only the first step in maximising the value of our resources. It really is time we should maximise the added value of the finished product by more canning and better marketing.

THE MESSAGE that canned fish is big business seems to be getting through to the high street stores.

Among those heavily featuring canned fish during the coming months will be: Lipton, Asda, MacFisheries, Birmingham Co-op, Londis, Sainsbury, Nurdin & Peacock, Joshua Wilson, Jacksons of Hull, Normid Co-op and Morrisons.

Special promotions for sardines will be handled by: Tesco, Asda, London Co-op, Arsenal Co-op and Caters.

Mackerel is a big canning opportunity for the UK. It is no longer looked on as a fish meal species.



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Every year hundreds of thousands of tonnes of fish waste and by-catches are thrown back into the sea. It could be making money!

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Operators need the minimum of training and semi-skilled labour can be used.

It is economically priced — £65,000 and will pay for itself within six months.

It will process white and oily fish waste and prawn and similar waste.

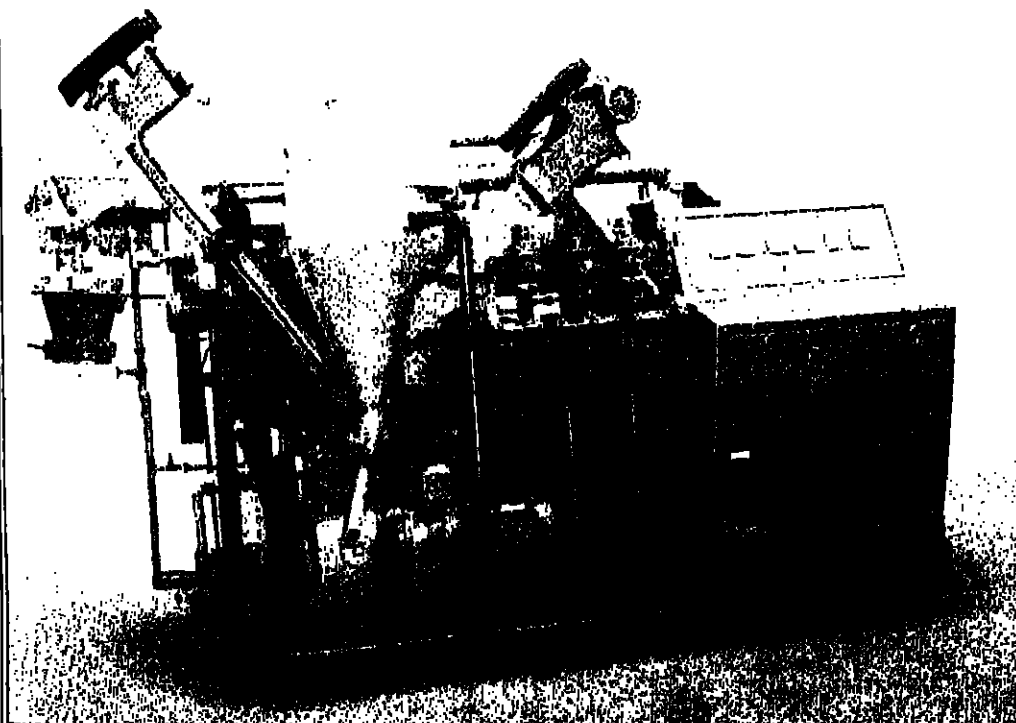
It is ideal for use in conjunction with canning plants and fish co-operatives.

It overcomes environmental problems.

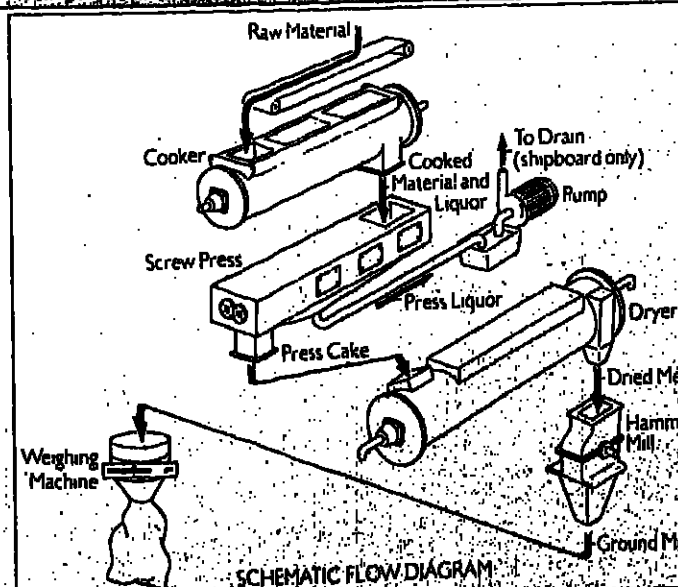
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TECHNICAL DETAILS:
Type A250 Anderson Compact Fishmeal Plant.
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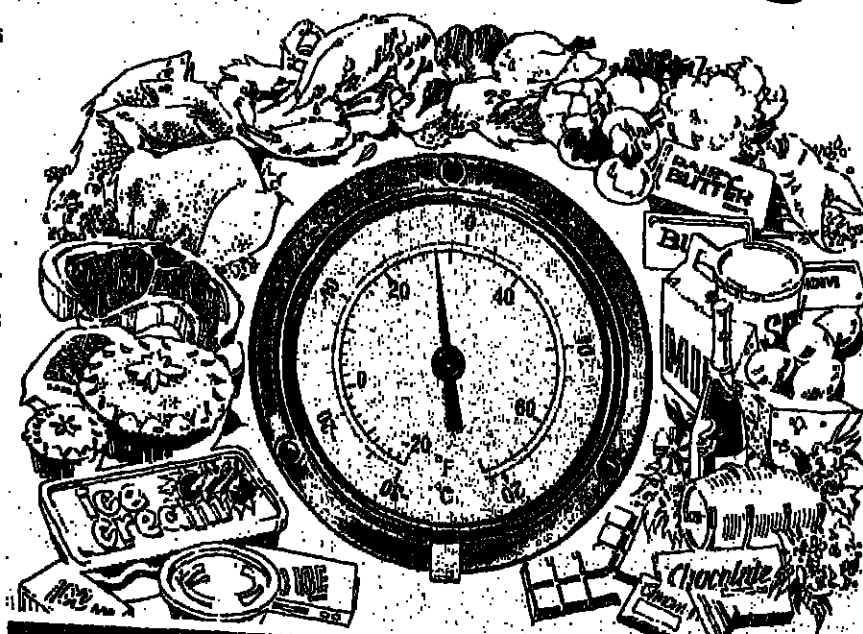
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FISH HANDLING, processing and marketing

MECHANISED CRAB PROCESSING

trials in Scottish factory

by J. EARLY and G. STROUD, Research Station, Aberdeen

THE EUROPEAN edible crab (*Cancer pagurus*) is one of the few underexploited shellfish species in our waters. In 1976 the catch totalled some 7,700 tonnes worth £1.9m, but it is estimated by marine biologists that this catch could be at least doubled — if not trebled. The majority of the underexploited resources are on the east coast of England and in Scottish waters, whilst the stocks off south-west England would not sustain a heavier rate of exploitation than at present. Some three years ago enquiries were made into why more crabs were not

caught in UK waters when, in fact, markets appeared to be healthy as shown by the relatively large imports of crab in various forms. For instance, we imported almost £1.5m worth of canned meat alone in 1976.

It was discovered that the major problem, the weak link in the chain from catcher to customer, is the extraction of meat from the shell.

The task of removing the meat from the shell is very tedious, time consuming and unpleasant. The result is that the cost of labour has delayed the development of a specially designed shellfish processor for handling crab or, if we have to, in many cases only the most valuable and easily extracted claw meat has been used.

The situation is similar to that found in the USA perhaps a decade or so ago which led to concentrated attempts to mechanise the extraction process.

Experience

The first approach was, therefore, to make contact with the National Marine Fisheries Service (NMFS), Gloucester Laboratory, where it was known that research work on white crab meat extraction was in progress.

The Americans exploit various species of crab and this has led to the development of a number of different machines, each suited to a particular crab or group of crab species. Some of these crabs have tough leathery shells, for instance red crab (*Geryon quinquequedens*), and the meat from such species can be easily squeezed out.

The machine developed for the processing of these crabs works on the principle of an old-fashioned mangle and gives an excellent product.

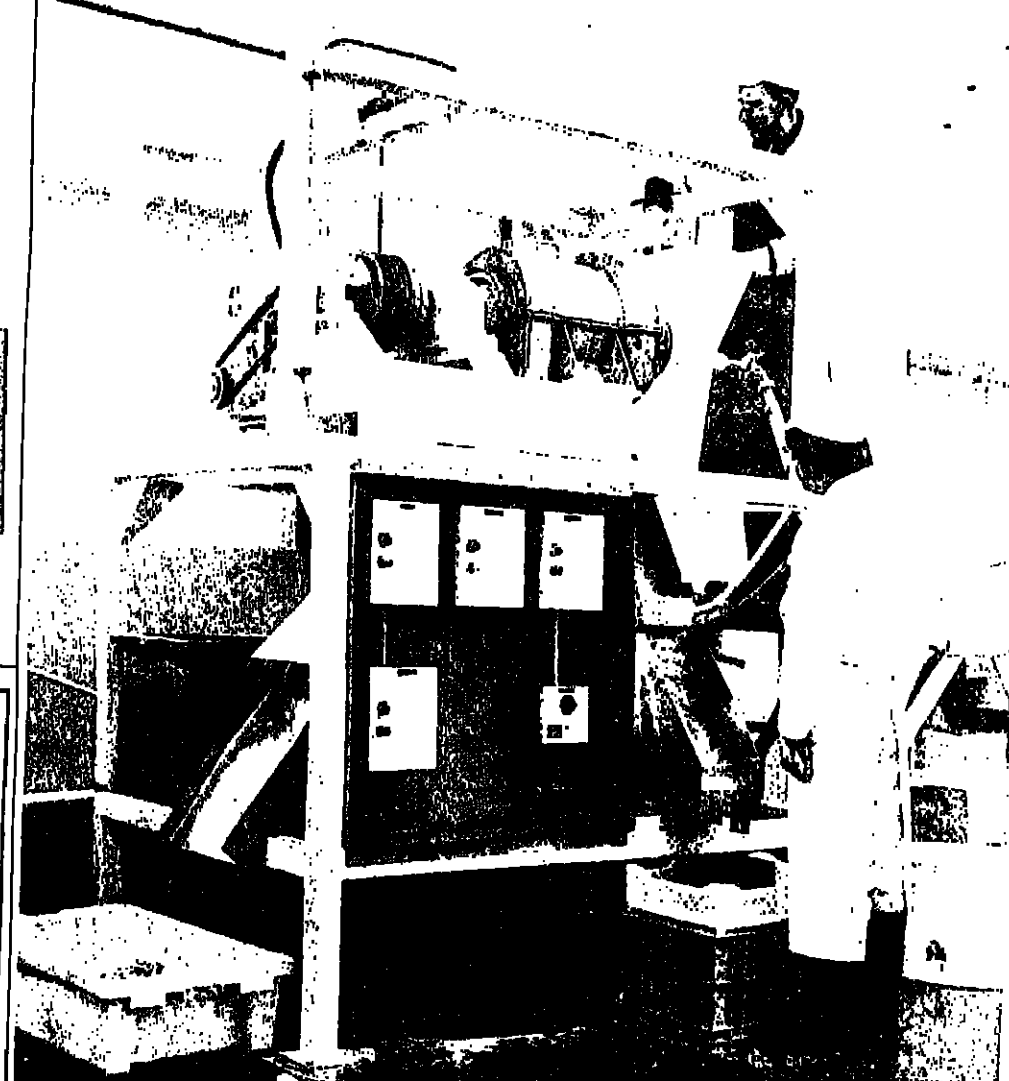
The Americans also exploit hard brittle-shelled crabs, rather similar to the European edible crab, and for these species a number of machines have been developed over the

perhaps this relative difficulty of obtaining a top product by processing. The most recent development, and one in which NMFS has been involved, is the use of a specially designed so-called solid-liquid separating centrifuge. This is a piece of equipment commonly found in various in-

The modified centrifuge, manufactured by the Bird Machine Co of South Walpole, Massachusetts, is linked with various other pieces of equipment to form a system.

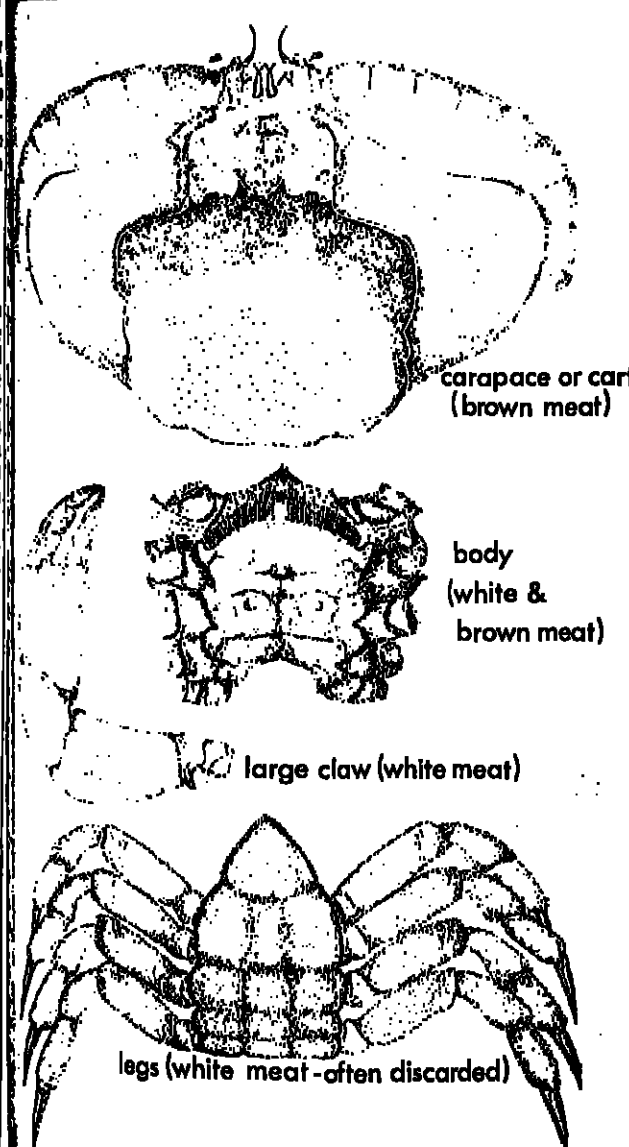
The Bird system consists of a comminuting (chopping) machine into which those parts of the crab containing white meat are fed after butchering.

Continued overleaf



Above: the American Bird crab processing machine leased for operation by Young's. It will handle around four tonnes in an eight-hour shift.

Below: the three types of meat extracted from crabs. At present hand picking can make extracting leg and body meat uneconomical.

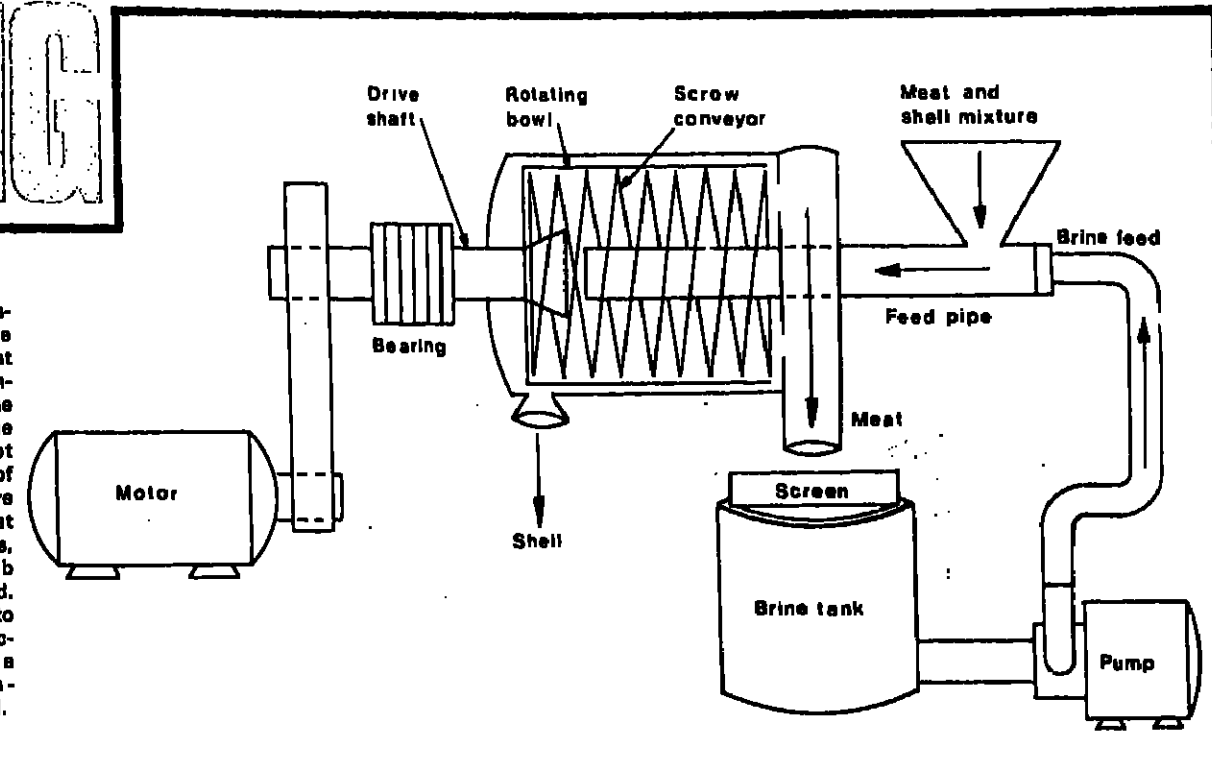


CLAW MEAT

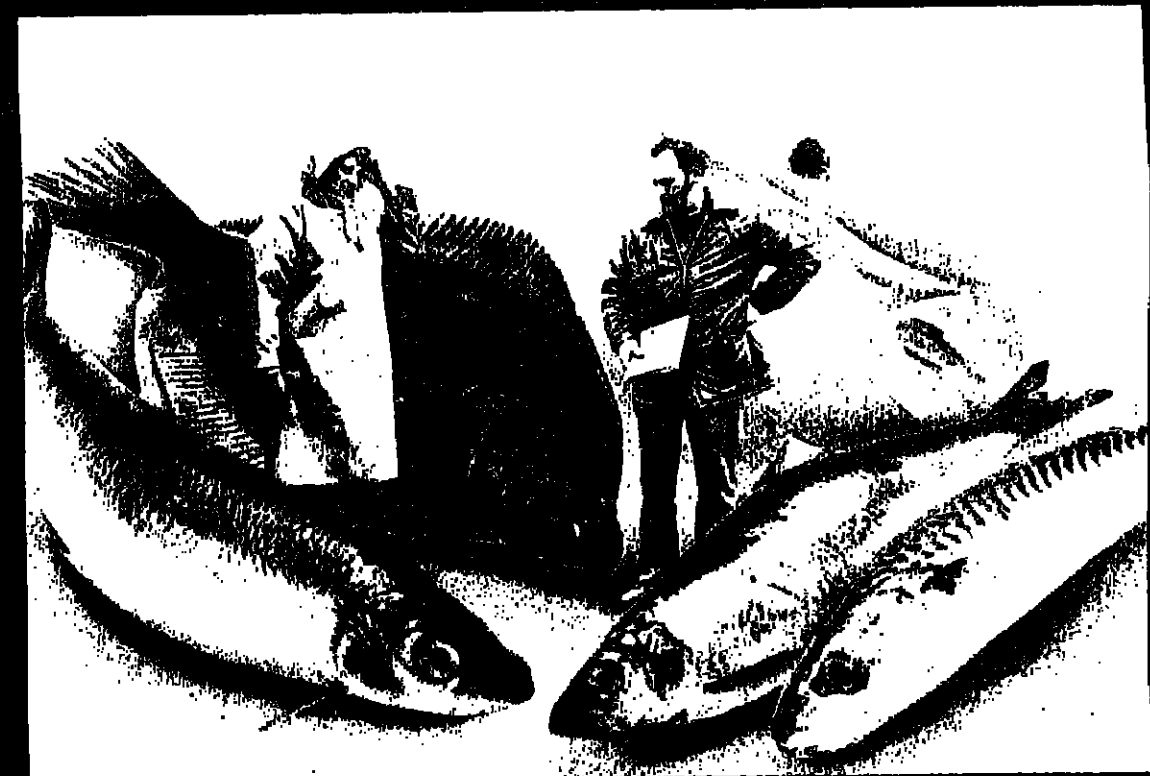
LEG MEAT

BODY MEAT

The Bird crab processing machine separates crab meat from shells using centrifugal force in the rotating bowl. The machine does not produce chunks of meat and there are problems feeding it at the correct speed as, at present, crab butchering is by hand. Torry is working to smooth the production flow and has a number of improvements in hand.



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FISH HANDLING, processing and marketing

CRAB

From page 17

The setting of the com-
minutor is important
since, on the one hand, if
the chop is too fine the
meat flake size will be un-
duly small but, on the
other hand, if the pieces of
crab are too large, the
meat will be retained in
the shell and yield will be
lost.

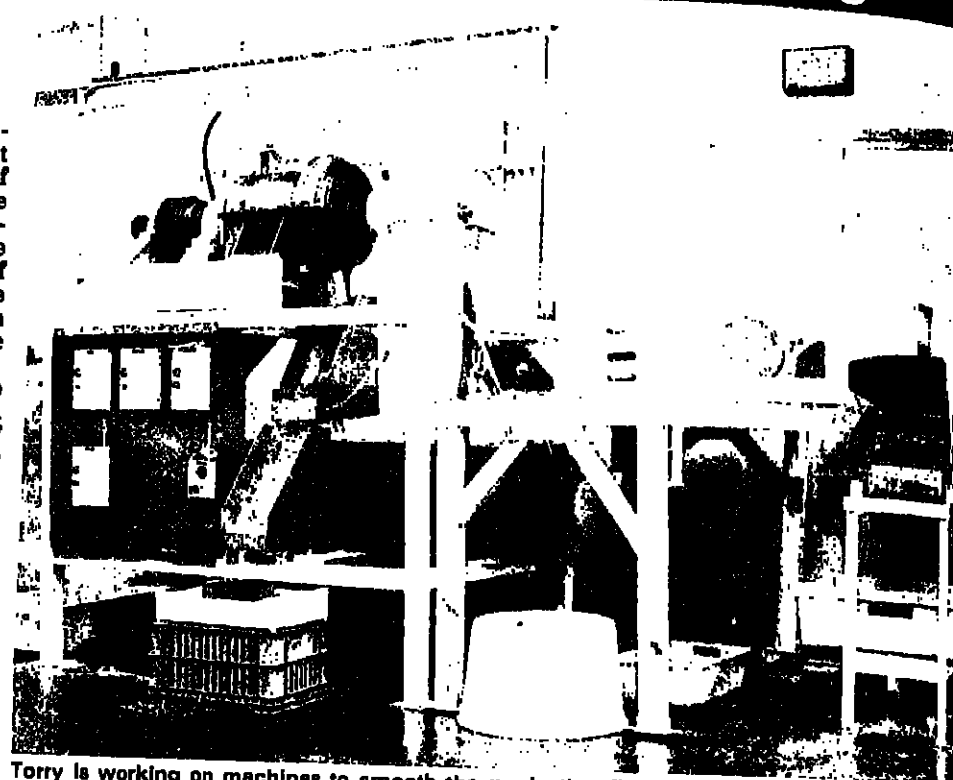
After comminution the
chopped crab is fed into a
continuous stream of
brine of a particular
specific gravity. In the US
work 15 per cent sodium
chloride was used. The
brine and chopped crab is
then fed into the cen-
trifuge and, of course, is
flung by centrifugal force
to the periphery of the in-
ner rotating bowl and into
the pool of brine held
there.

If the specific gravity of
the brine is correct, the
shell will sink and the
meat float. Both are then
transported by a rotating
spiral, the meat and brine
overflowing over a weir
at the entry end of the
centrifuge and on to a
sieve.

Spiral

The shell is pushed by
the rotating spiral, with
minimal fluid loss, back
between the outer casing
and the inner spinning
section to an outlet at the
opposite end of the cen-
trifuge. After sieving to
remove most of the brine,
the meat is washed. The
brine is filtered and then
recirculates.

Preliminary trials by



Torry is working on machines to smooth the production flow of the crab processor.

Torry Research Station
(TRS) in the USA on the
European edible crab
showed that the product
was of reasonable qual-
ity; the appearance was
good, the meat retaining a
flaky texture.

The flavour was
somewhat salty, but not
excessively so, and it was
obvious that changes in
the operation of the
machine could alleviate
this problem. One of the
main advantages of the
system soon became ap-
parent.

It was found that white
meat could be extracted
from all parts of the crab
the small legs and the
bodies as well as the
claws and that
material from the first
two, which is often dis-
carded, could be
economically recovered.
This gives a doubling of
the yield of the white
meat in cases where only
claw meat is presently
utilised.

The initial work in the
USA gives enough infor-
mation for a cost-benefit
analysis to be done. This
showed that the use of the
system would be highly
worthwhile in the UK.

Price

Obviously, at this stage
certain assumptions were
made, and one of these
was the price the product
could demand on the
market. The next move
TRS made, therefore, was
to approach the shellfish
industry for a commercial
assessment of both the
machine and the end
product.

This took place in the
USA during a visit there
by TRS and industry
representatives last spring
and led to the leasing of
the system by Young's
Seafoods Ltd. for more
extensive trials in the UK.
The machine was
situated at Young's
Highland Seafoods plant
at Inverberrie, Scotland,
where trials are still in
progress.

These have been done
jointly by Young's and
TRS and we acknowledge
the very full co-operation
from the company and its
agreement to the publica-
tion of experimental
results acquired on the
machine. We should also
particularly like to thank
Mr. G. Cloude, manager
at Inverberrie, and the
staff for their help in the
work.

During the latter part
of the 1977 crab season it
was established that
white meat of acceptable
appearance can be ex-
tracted from the legs,
bodies and claws. The
colour is similar to hand-
picked meat and is white
in the case of claw and
body meat, but the leg
meat is reddish brown
due to the pigmentation
present.

The texture of the meat
is flaky, but lumps of
meat are not obtained as
with hand-picking of the
claw meat. This is ob-
viously a disadvantage.
At first, using 15 per cent
sodium chloride for the
extraction process, it was
found that the flavour
was too salty, but by us-
ing a brine consisting of 8
per cent sodium chloride
and 8 per cent sucrose the
flavour has been much
improved.

It has been confirmed
that the yield is more than
doubled over the normal
level obtained at the fac-
tory, where only the claw
meat is normally ex-
tracted.

The procedure that
might be adopted in com-
mercial use would be to
continue the hand-picking
of claws for the present
range of products requir-
ing lumps of meat,
because these cannot be
obtained using the
machine.

However, material dis-
carded from the claw-
picking lines, together
with the currently dis-
carded bodies and legs,
would be mechanically
processed for sale with
the recovered flesh in
bulk for further process-
ing.

During the coming
season it is planned to
make a number of im-
provements to the
system.
Firstly, the presenta-
tion of the butchered crab
to the machine will be
conveyorised so that
throughput is regulated.
For this the comminutor
will be raised so that the
chopped crab is dropped
directly into the cen-
trifuge.

By the choice of a
suitable size of conveyor
it is hoped to ensure the
centrifuge is fed at an
adequate but uniform
rate so that blockages do
not occur, as can happen
when batch fed. At pre-
sent there is a single
brine tank situated within
the framework support-
ing the centrifuge.

It is planned to move
this away from the rig
and to provide a second
tank so that switching to
a new solution — possibly
every four hours depend-
ing on throughput — is
facilitated.

Various other minor
modifications will, it is ex-
pected, help to improve
the quality of the end
product and give an even
better yield.

The capacity of the
system, which is ap-
proximately four
tonnes/8-hour day, has
been prompted thought
about other stages in crab
processing. This relative-
ly large amount of raw
material could throw
strains on other points in
the line.

Manual

Cooking of large
amounts of crab is now
easily done by the use of
continuous cookers which
are available in the UK.
However, butchering the
crab is still a manual
operation.

Butchering machinery
is available in the USA;
TRS are planning to in-
vestigate the use of such
equipment for the Euro-
pean edible crab. This
machinery may be
capable of separating the
various components of
Cancer pagurus but it will
not free the bodies of the
gills and, more impor-
tantly, will not remove
the flap on the lower sur-
face of the animal.

If the flap is not remov-
ed, it, and various appen-
dages beneath it, float
with the meat on the brine
during extraction.

At present this job is
done by hand before ex-
traction but threatens to
become the new
bottleneck in processing.
TRS is therefore, in-
vestigating ways of ac-
complishing the task
mechanically.

TRS is also involved in
product development
studies using the end
products from the Bld
system as well as from
the normal hand-picking
operation.

All these activities, it is
hoped, will assist the
trade to exploit UK crab
resources to a greater ex-
tent to the advantage of
fishermen and processors
and, perhaps, in some
small measure, the
foreign exchange
balance too.

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FISH HANDLING

Where Cornish pilchard becomes 'herring fish...'

FISH CANNERS in West
Germany hit by the North
Sea herring ban and the
EEC dispute over fishing
zones now have ad-
ditional problems with a
cut-back in South African
pilchards.

The canners are importing
pilchards from Cornwall and
South America, and most of
their dwindling herring
supplies have to come from
North America.

According to Hans J.
Neischer, export manager of
Fisch-Union of Cuxhaven,
quoted by *Roy Elford Food*
News, the company's capac-
ity for processing herring
products (500-1,000 tonnes
per month) is only utilised at
present to a level of 25-50 per
cent.

The West German industry
used to process 220,000-
250,000 tonnes a year. Now
all is changed with herring,

which used to cost DM 2.20
per Kg, priced as high as DM
3.80.

Although they are utilising
pilchards as herring sub-
stitutes, the canners have a
problem in finding a name
that can be sold to the
housewife.

It is not practicable to use
the term sardines because it

sounds like something arti-
ficial, nor pilchards which
sounds almost like pilze
(champignons).

The most popular name so
far put forward is the un-
inspiring 'herring fish'. The
canners are so desperate that

they have gone ahead and
used this term although ap-
proval has yet to be obtained
from the Government.
Another problem is the
weakness in the US dollar
which has prompted price
reductions on pink salmon
and tuna. This means that
there is every chance that
dressed tuna will get a big
sales boost in West German
markets — at the expense of
domestic herring packs. Dressed
tuna from Taiwan can
now achieve an ex-store
Hamburg level of around 77
pfennigs per can.

In Britain, the list price
quoted by mackerel canners
of 28.00 and upwards for
'salmon' style 48/7oz. is way
out of line with the Japanese
product available at as low as
£5.50 per carton, duty paid.

To add still further to the
canners problems, the British
have proposed changes in the
labelling of food regulations.

In the canned fish sector,
the use of the descriptions
'California pilchards',
'Chilean pilchards' and
'Japanese pilchards' will not
be allowed. Instead the term
'Pacific pilchards' will have
to go on labels. And in the
case of South African
pilchards, labels will have to
state 'South Atlantic
pilchards'.

NORWAY Cod is flown to USA

REGULAR air con-
signments of fresh cod
and haddock are winging
their way into the United
States from Norway. This
follows the success of re-
cent trial shipments.

On the first flight last
month 10-tonne of fish was
flown to New York. Re-
frigerated trucks took the
fish on for retail sale at
Baltimore for about \$5.85 a
kilo.

The Norwegian Fresh Fish
Export Committee is sub-
sidising air freight costs by
about three kroner a kilo, but
it hopes to eventually get a
reduction in freight charges.

Freight costs are now work-
ing out at around six kroner a
kilo.

Shellfish booming

LAST YEAR was a big
one for the shellfish in-
dustry in Argentina. More
than 340,000 tons of fish
and shellfish were
caught, according to the
Argentine Economics
Ministry.

This catch is 25 per cent

and fillets for export which
resulted in a net 180,000 tons
with an export value of ap-
proximately \$80 million.

Argentina sold 18,000 tons
to its principal market, the
United States, followed by
Spain, France, Italy and
Japan.

higher than the two previous
best years which were 1974
and 1973.

Of the total 285,000 tons
were processed as frozen fish

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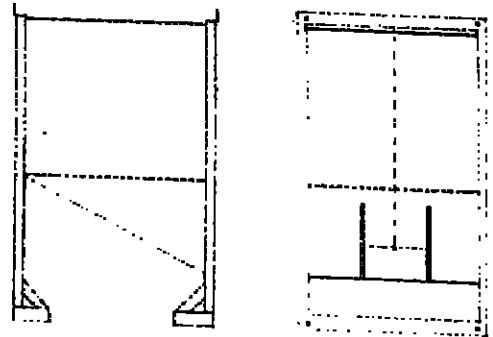
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FISH HANDLING, processing and marketing

Quality fish packs set Grimsby firm on expansion course

ONE YEAR AGO Bluecrest Foods Ltd. set-up at Grimsby with five men working from a stand on the fish market. But the telephone seldom stopped ringing in the firm's tiny office perched high above the market in the roof of the pontoon.

Today there are eight men still working on the docks, mostly from new premises in Auckland Road, with headquarters outside the fish docks on Grimsby's Ladysmith Road industrial estate.

But there's more than meets the eye here, and behind the offices is a modern factory where 52 workers process, grade, freeze and pack fish products for nationwide distribution under the Bluecrest Frozen Foods label.

On the face of it, the rapid progress made by the firm in barely one year's trading is most impressive, and indeed it is. But this is no rags to riches story as every step forward is the result of

BY TOM WOOD

careful planning to meet a growing demand for the Bluecrest range.

The firm took on quite a big challenge in choosing to market its own brand of frozen catering fish packs in addition to wet fish.

Succeeds

Wholesale outlets were already heavily saturated, yet by concentrating on a limited range of quality packs — not the cheapest although competitively priced — Bluecrest has succeeded in securing a share of these markets which have pushed its turnover well beyond all expectations.

The firm also acts as frozen foods brokers for lines which it does not produce itself. A range of shellfish products are proving very popular.

To further this side of the business and to promote the Bluecrest range in the south, a London trading office was recently opened up in Laynes

House, Watford Way, near Mill Hill.

Other fairly new developments include the extension of the range by the addition of frozen cod portions and fish fingers.

Much of the credit for the success of the newcomers lies with managing director Frank A. Flear, who founded Bluecrest in March 1977, together with chairman Jerry Nickerson and the third company director Harold Nickerson, both of H. B. Nickerson & Sons Ltd. of Nova Scotia.

This Canadian company, which owns substantial catching and fish processing interests in Nova Scotia, was keen to establish a base in Europe to further its own export trade.

It already had sales offices in Glasgow and Norway, but it realised its limitations and sought connections with a processing unit. Bluecrest was the answer.

Mr. Flear relinquished the position of assistant managing director with Ross Foods Ltd. to branch out on his own after 25 years service with the fish processing and frozen foods giants.

His vast and long-standing experience in both industries, plus many useful contacts made over the years, really stood Bluecrest in good stead during its first year, and in particular during the first few difficult months when the business concentrated more on the fish merchandising side and building up confidence with customers.

In June 1977 the firm took over the present factory in Ladysmith Road — hardly stone's throw from the vast complex of frozen foods factories, offices and cold stores owned by Birds Eye — and brought in modern equipment to start its production lines.

Today four-fifths of the firm's output for Bluecrest is done at the factory and this includes some of the wet fish trade, although most of this business is still done on the fish docks.

The firm established its frozen foods reputation by concentrating on fish fillets from cod, haddock and plaice which it now produces on two production lines in plain and breaded forms.

Regular

The basic catering pack is the popular 10lb carton, but Bluecrest also produces a 2lb pack specially designed to retail through frozen food centres and supermarkets for the home freezer market. It also has plans to launch a 1lb pack in the future.

Most of the fish is bought fresh on Grimsby market, but the firm also buys regular overland supplies from the continent and Scotland when the local markets are short.

Apart from the three main selling lines, Bluecrest also offers smoked fillets of haddock and cod as well as plain fillets of lemon sole, cod and whiting which are all available in the accepted range of sizes.

Outside transport is used to supply the daily requirements, both frozen and wet fish, of a nationwide

FISH HANDLING, processing and marketing

network of wholesale fish merchants, independent frozen foods distributors, freezer centres and selected supermarkets.

On average the Ladysmith Road factory has a daily through-put of about 10 tons (150 kils) of unprocessed fish. Everything is processed, frozen and packed ready for despatch within hours of arriving at the factory.

It is this rapid handling by skilled and experienced process workers, and the very short storage life of the raw materials, which Bluecrest believes is the key to top quality produce.

So far only herring milts have been imported from the company's Canadian connections, but it seems certain Bluecrest will shortly bring in other Canadian products to supplement the range available.

Almost half the workforce are women, and the plant operates a basic shift from 7.30am to 4.30pm, with breaks five days a week. The expanding order book means there is usually plenty of overtime.

On the management side, Frank Flear heads a small yet vastly experienced team which includes his brother Colin, also formerly with Ross, the Grimsby fish merchants Drewery Bros. Ltd. and, most recently, a partner in another firm of Grimsby fish merchants — Seawave Ltd. Colin Flear looks after the fish merchandising side of the business from the fish docks.

Factory production manager is John Gledhill,

who also gained experience with Ross before being made a director of Len Kemp Ltd., another large firm of Grimsby fish merchants. Mr. Gledhill joined Bluecrest in April 1977.

The Grimsby team was completed by the recruitment last August of Brian Ruffell-Ward, formerly director of finance with the Bridlington-based frozen foods company Sarah Lee.

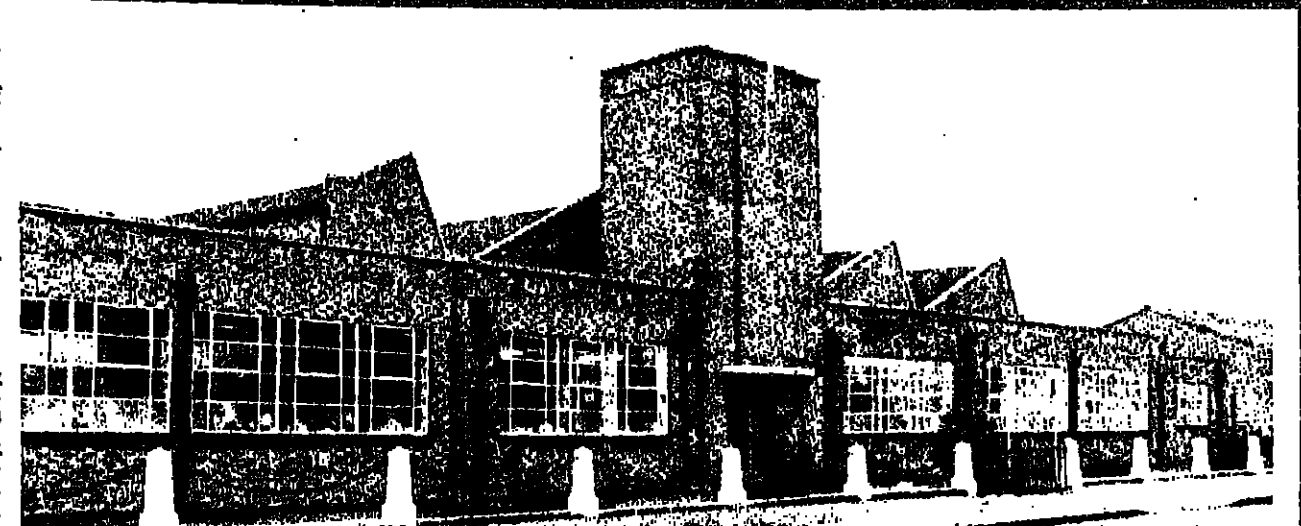
Prior to this appointment Mr. Ruffell-Ward was chief accountant with Ross Foods Ltd. and worked closely with Mr. Flear for a number of years. Denis Roberts, previously with Cluston Foods, looks after the London office.

After such a promising start in frozen foods, Bluecrest is understandably planning for the future but, at the same time, it is concentrating on consolidation of its existing business.

It has room for expansion on the present Ladysmith Road site, and this may be necessary for the firm to fulfil its priority plans to increase production and extend the range of products.

In the long-term it may well move into vegetables and meat products, depending upon the market trends — and there is also the possibility that it may develop its own system of road transport.

Above all, the company is well aware it must not drop into pitfalls which have claimed so many other promising concerns in the same line of business... by going too fast or doing too much too soon.



Above: the Bluecrest headquarters and factory in Grimsby's Ladysmith Road. Below: filleting fresh fish at the factory.



Coley clinches cookery prize



Above: runner-up of the White Fish Champion of the Year competition, Ruth Francis, receives her prize from cookery writer Robert Carrier.

SEVENTEEN-year-old Elizabeth Simpson has won the White Fish Champion of the Year Award with her dish named 'Coley Oriental'.

The dish consists of deep fried chunks of coley in batter, served with sweet and sour sauce and rice salad.

Elizabeth of George Fox School, Lancaster, received the first prize of a music centre, £100 for the school's economics department and the Henry Williamson Billingsgate Trophy to hold for a year, with a replica to keep.

The prizes were presented by Robert Carrier, well known cookery writer, gourmet and restaurateur.

Elizabeth's dish was picked from an original 22,000 entries, which were narrowed down to fifteen finalists from different regions throughout the UK.

Runner-up was Ruth Francis (16) of the Lavington School, Devizes, with a dish called 'Macaroni', consisting of smoked mackerel, mustard sauce with vegetables and cannelloni.

Ruth received a cassette radio and £50 for her school's home economics department.

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FISH HANDLING, processing and marketing

INDIA PLANNING

FEW people realise that India is the seventh largest fish producing country in the world. Over the past 12 years the Indian seafood industry has made spectacular progress on all fronts.

From 1965 to 1975 the total marine fish landings increased from 883,000 tonnes to 1,423,000 tonnes and over the same period inland fish landings from 499,000 tonnes to over 800,000 tonnes.

Over the period 1965 to 1976 exports of fish and marine products increased from 15,457 tonnes to 82,171 tonnes. The greatest strides were made in the years 1976 and 1978 when the volume of exports increased by 15 per cent and 16 per cent respectively and in terms of value by 37 per cent and 71 per cent.

India has always been in the front rank as a shrimp producer and accounts for 77 per cent of fish exports. Other export production is very varied and includes: dried fish, frozen frog legs, frozen lobster tails, canned prawns, and dried prawns.

The Indian seafood export drive is co-ordinated by The Marine Products Export Development Authority (MPEDA), which has its Headquarters in Cochin, South India. This is a Central Government Agency and part of the Ministry of Commerce. The Authority was formed in 1972 and it covers:



development of all aspects of off-shore fishing; registration and control of fishing vessels, processing and storage plants; laying down of standards and specifications for products for export; rendering financial and other assistance to the trade and arranging for training within the industry. There are four MPEDA regional offices based in Bombay, Calcutta, Cochin and Madras, with a Trade Promotion Office in Delhi.

Every Indian producer of fish and fish products for export is required to be registered with the Authority otherwise he is not allowed to export his products.

The Authority compiles statistical information and an Annual Report as well as the annual publication called

Statistics of Marine Product Exports — useful information for anyone wishing to trade with India.

A quarterly magazine Indian Seafoods is also published which, along with the other publications mentioned, can be purchased from MPEDA, at M.G. Road, P.O. Box No. 1708, Ernakulam South P.O., Cochin 682 016, India.

Prices

There are several hundred exporters registered with the Authority and these receive weekly a private news letter, PRIME, which advises them of world fish prices, statistics as well as national and international news. This news letter is not for general circulation nor is it available

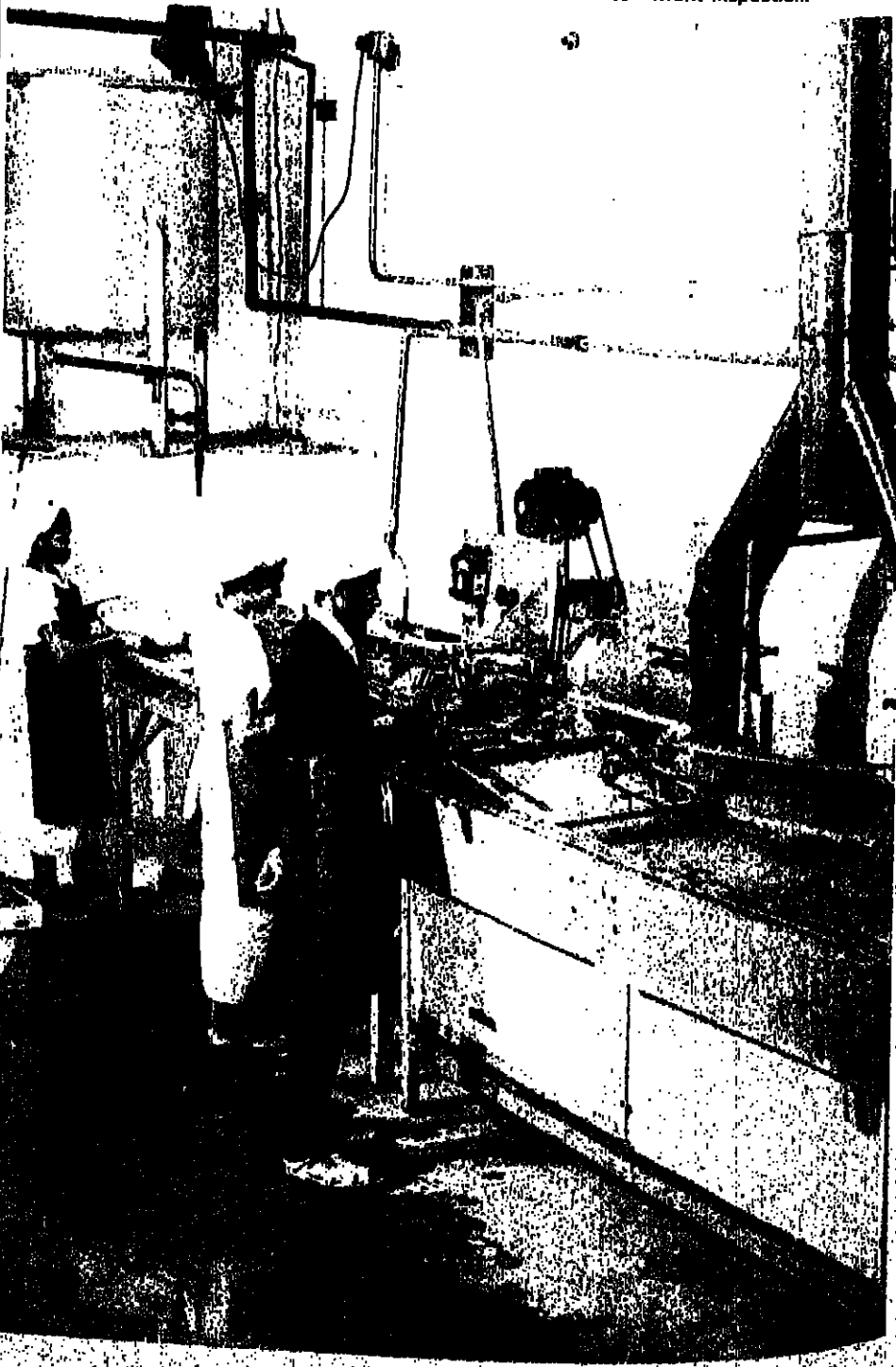
NEXT MONTH a fish delegation from India will be in Britain. This is part of a visit sponsored by the EEC to discuss joint venture possibilities. While here, members of the delegation will be taking the opportunity to promote the fast growing production of fish in India on world markets. In this article, well-known food consultant Fred Marsh of Marsh Business Service, who recently visited India, describes the strides this country is making as a fish exporter. While India has been regarded mainly as a shrimp producer, Mr Marsh points out how this country is broadening the range of fish exports on how to get into the market.

overseas.

At this point in time, the method of selling Indian products is still by means of an outright sale through a letter of credit. This method was instituted by the Government some time ago and there are no indications that this system is likely to alter — although it may well be one of the factors contributing to lower prices being obtained by Indian exporters.

One is led to believe that if Indian exporters were able to sell their products on consignment basis, not only would turnover increase dramatically

Below: handling shrimp in a modern Indian factory. All processing plants exporting shrimp are subject to Government inspection.



FISH HANDLING, processing and marketing

'FISH PUSH' ON WORLD MARKET

by, but better prices could also be obtained by exporters. Unfortunately there was considerable abuse of the sale on a consignment basis by both exporters and overseas importers in the past and the Government will need a lot of persuasion to alter or amend the present system.

Every consignment of fish and marine products exported from India is inspected by officials of the Export Inspection Agency (E.I.A.) which is also a part of the Ministry of Commerce. This Agency also has the duty to inspect every processing plant which wishes to export its products.

EIA has branch offices in Bombay, Calcutta, Cochin, Delhi and Madras as well as sub-offices in smaller towns. The Agency has similar inspection functions for other industries too. It has its own testing laboratories in all the major ports. It must be added that like all Government agencies — be they in India, the UK or the USA — the inspection is only as good as the man in the field who applies and interprets the regulations.

By this I mean that although the Government produces rules and regulations covering all aspects of quality control and inspection, because the country has a coast line of 3,500 miles, over 2000 landing points, hundreds of processing plants, ice producing plants, cold stores, etc., it is not that easy to ensure full compliance of the regulation. It should, however, be stated that there are many large and small firms with reputations to maintain such as: Union Carbide, Britannia, Indo-Marine Agencies, Orient Marine Products, Pollakuda Fisheries, and New India Fisheries to name but a few.

Problems

These are companies with very high standards which are acceptable anywhere in the world and it is therefore a matter of regret that a few of the not necessarily only smaller producers/exporters have in the past, and are still, giving the trade a bad name. MPEDA, the EIA and the trade are well aware of these problems and I understand that steps are being taken to ensure that products for export will soon only be permitted from those processing units which are under continuous supervision of EIA Food Inspectors. These measures will not be brought in overnight but it indicates that everyone is most concerned.

Another problem which is being tackled by the authorities is the supervision and inspection of the transfer of fish from the many landing points on India's coastline to the processing sheds and from there to freezing plants.

Everyone is fully aware that this problem will have to be faced but since well over 1 million people — fishermen and processors — are engaged in the industry, it is more than just a technological problem and the term socio-economic solution is used by

the officials engaged on resolving this.

Both Government and industry are concerned that too much emphasis has been placed on the export of shrimp. The waters around India abound with many other species many of which could, with purposeful marketing effort be sold in the UK, Europe, North America and other markets.

Squid

Species such as seer fish, barred Spanish mackerel, streaked Spanish mackerel and spotted Spanish mackerel are available in fillet as well as other forms. Sardines can be supplied black frozen, also canned either in oil or in tomato sauce. Squid and cuttlefish are available in the form of frozen fillets, fingers or rings.

There are many varieties of tuna — yellowfin, skipjack and frigate — and it is available in whole frozen form as well as canned either in brine or in vegetable oil. Another very desirable fish is pomfret — brown, silver and Chinese — nearly 25,000 tonnes is landed annually. Around 35,000 tonnes of perch is caught annually and are available for export in frozen fillets. Other varieties and species in considerable quantity are: red mullet, cat fishes, jew fishes and croakers.

In 1976 over 500-tonnes of lobster tails were exported and 90% went to the USA. Lobster catches were around 300 tonnes; these include rock and spiny lobster.

Another item which, in India, also comes under the heading of marine products is frozen frogs legs and 3,169 tonnes were exported in 1976. Frog legs are available both I.Q.F. and block frozen.

The list of products which are exported from India includes the following: frozen crab meat; canned crab meat; shark fins; sharks teeth; dried shark skin; fish pickles; cuttlefish bones; beche-de-mer; fish oil; prawn/shrimp powder; seaweed; sea fans; sea ferns; fish maws; turtle; turtle meat; turtle shell; living tortoises; dried tortoise meat; tortoise hoods; tortoise shell; tortoise skin; sea dragon; saw fish; white squilla; sea shells; coral; aquarium fish; aquarium plants; live fish spawn; mussels; oysters and clams.

The total imports of Indian fish and marine products into the United Kingdom in the past 10 years have ranged between 200 tonnes and 1000 tonnes a year; those for 1976 were 269 tonnes only. The majority of the products imported are in the form of canned prawns, frozen prawns and dried fish (Bombay duck), with hardly any frozen fish at all.

The first step for anyone contemplating taking imports from India should write to MPEDA and request details of Indian exporters of the range and type of products in which they are interested. When contact has been established it is normally best to meet face-to-face with the potential exporters, either and preferably at his plant in India or alternatively in this country.

dia or alternatively in this country.

If this is not possible and the exporter unknown by reputation, it is desirable to retain a reliable agent in India — perhaps someone who is already representing other overseas buyers — who would personally inspect and check each overseas consignment. This is no reflection on the Indian Export Inspection Agency Inspectors, but sound commercial practice.

A well-known American company which adopted this practice has, as a result of this, reduced its product detention by the U.S. Food and Drug Administration to practically nil.

Other means of meeting Indian exporters are 'In-ward Missions' into the U.K. from India. Details of their arrival can usually be obtained from the Commercial Secretary of the Indian High Commission in London.

Another way is to visit the bi-annual Seafood Trade Fair organised by MPEDA, the next one of these being scheduled to take place in February/March 1979 at Kovalam, South India, in the State of Kerala. This could be doubly useful since 5 per cent of India's fish exports are made from Cochin, in Kerala State, which is about 200 miles north of Kovalam and accessible both by air and by road.

There is little doubt the Indian seafood industry is making great strides in improving the quality of its products and in its ability to meet the potential requirements of discerning importers and buyers in the United Kingdom. Naturally it will result in prices being shifted more up-market which is in line with the general policy of India of trying to achieve a higher price per unit of sale.

Packing shrimps in an Indian factory prior to freezing. Frozen shrimp has dominated the country's fish export drive but, with production of other species growing, there could be a change in this situation.



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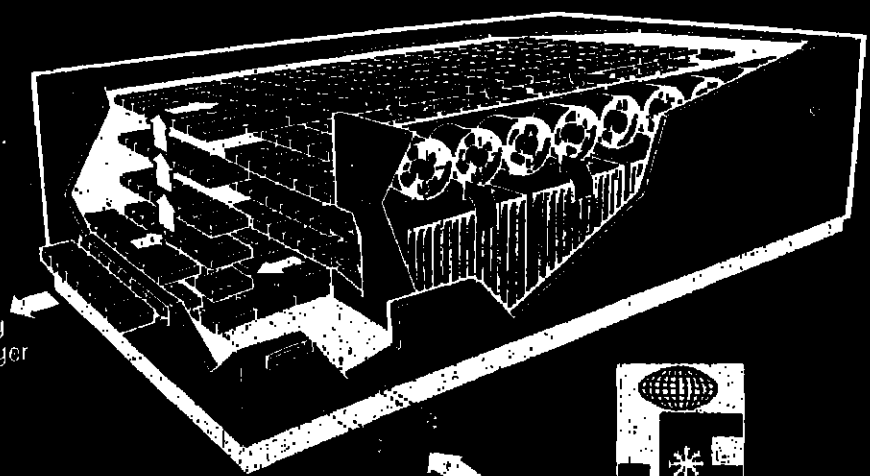
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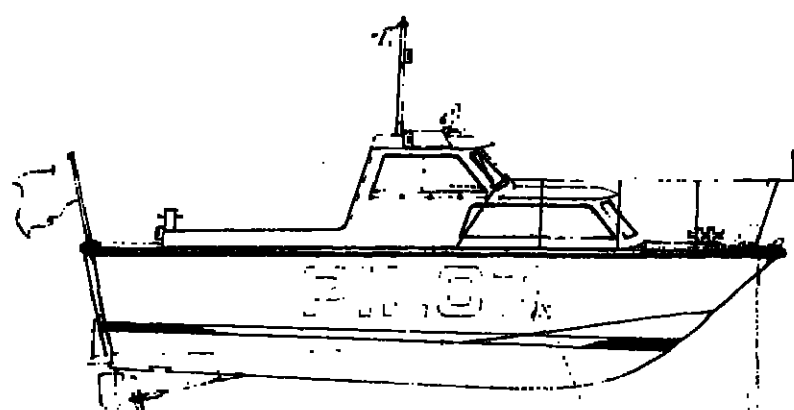


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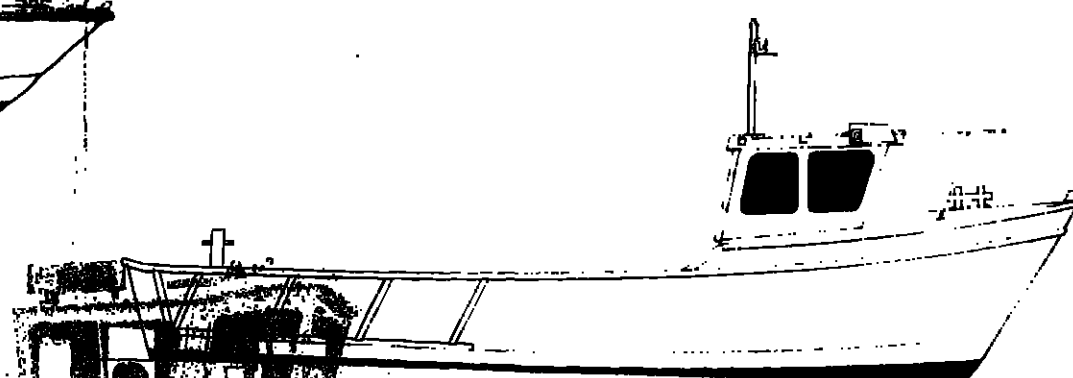
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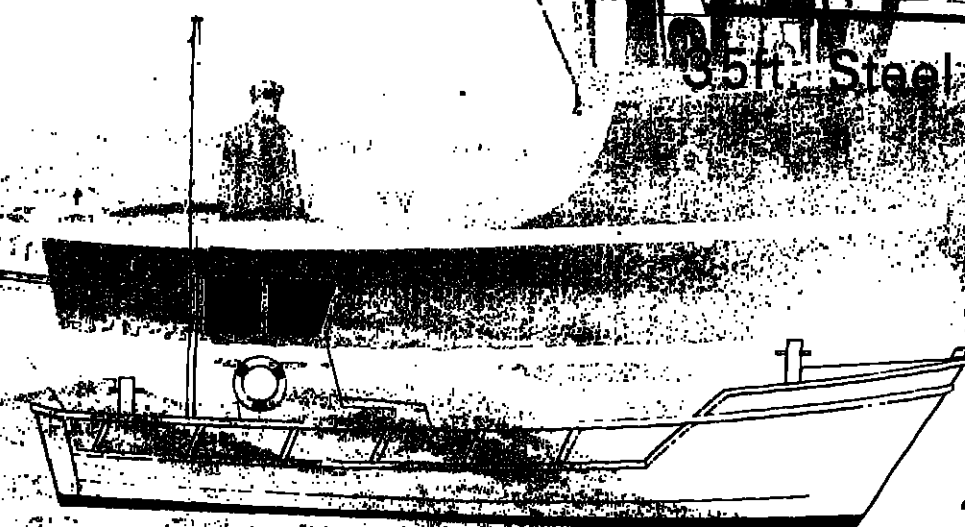
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March 24, 1978

FISHING NEWS



PUBLICAN Eddie Bavin is baffled by the discovery of a family album in his pub's dustbin. The photographs date from the turn of the century and are in mint condition. One is a shot of *Morning Star*, a 145-ton fishing boat registered as SH 81. It was the only fishing picture in the book and now Eddie of the White Horse pub, St. Thomas Street, Scarborough, wants to find the owner. Records in Scarborough Harbour office show that *Morning Star* was built in Aberdeen in 1900 and was owned by the North Sea Fishing Co. Her first skippers were James Sellers and Josie Hodges. "The only clue to the previous owners is an inscription on one of the photos signed Hattie Hodgeson 1903," said Eddie. "There must be dozens of people still alive who would recognise some of the faces and I would like to give it back."

ISLAND'S CATCH UP BY HALF

THE GUERNSEY fishing industry did well last year with the value of landings hitting £15m. compared with £1m. in 1976.

Fishing is now acknowledged as one of the important props of the Channel Island's economy. Although 1977 was not a good year for weather, the island's States Advisory and Finance Committee's report on the state of the economy is still able to note steady expansion. Exports of all fish during the year totalled 1,102 tonnes worth £790,000, compared with 1,072 tonnes valued at £821,500 in 1976 (155 tonnes worth £56,800 in 1970).

Fishermen were able to increase productivity in this relatively poor fishing year mainly due to larger and better equipped vessels. Expansion occurred mainly in the crustacea fishery, where the use of larger vessels has enabled fishermen to look further afield for catches. However, the value of seasonal and part-time fishermen is not overlooked. While accurate figures for landings cannot be obtained,

the report claims that the total value of these landings in 1977 was in the region of £14m. This compares with just over £1m. in 1976 and only £90,000 as recently as 1970. Some of this jump in the value of landed fish can be attributed to inflation, but there has been an increase in weight of over 600 per cent in seven years. Since the Fisheries Loans Fund was launched by the

Sea Fisheries Committee in 1972, loans valued at a total of £163,916 have been made for fishing gear and equipment, the purchase and fitting out of secondhand fishing vessels, re-engining existing boats, new boats, boat hulls and completion work. Also, loans to the Fishermen's Trading Co. Of the 39 loans approved since 1972, four have been repaid and the total amount of capital in the fund now stands at £159,000.

French crew saved

A CREW of five was rescued when the 55ft. timber-hulled French trawler *Ghislaine*, out of Brittany, sank off the Cork coast, Southern Ireland, last week. A leak developed and she headed for Dunmore East,

County Waterford, but her engine was damaged by water and the vessel was at the mercy of 20ft. waves. A radio call for help was picked up by another French trawler and the rescue operations begun. A tug from the nearby Marathon Gas

Field, off Kinsale, went to *Ghislaine's* aid and took off the crew, who were landed at Gobb, East Cork, and later sent home to France. Rescuers aboard the tug said that, at one stage in the gale during the rescue, the waves were up to 30ft. high.

FISH BILL

VISCOUNT Thurso got a second reading on Thursday last week for the Import of Live Fish (Scotland) Bill which he got through the Lords last session, but which failed to pass the Commons before the session ended. It allows the Secretary of State for Scotland to prevent the import of fish considered harmful to native or established immigrant stocks.

BRITISH BOATS FOR SAUDI

THE White Fish Authority has placed orders with Cornish boatbuilders Cygnus Marine for two fisheries research vessels for Saudi Arabia.

The vessels will be used to develop the Red Sea and Gulf coastal fisheries and could be the forerunners of many commercial fishing boats needed to boost the country's fish production.

Announcing the £85,000 order, WFA technical director Robert Bennett said: "We are now in the third year of a four-year fisheries development programme and the introduction of these two vessels will play an important part."

There are many features of the existing Saudi fishing boats which makes it impossible to improve significantly their efficiency and productivity," he said.

The two research vessels ordered from Cygnus will be prototypes for the future commercial coastal fishing boats," said Mr. Bennett.

However, because of the work the research vessels will be required to undertake, they will be more sophisticated than the commercial boats. One research vessel will operate in the Red Sea and the other in the Gulf, with Saudi fishermen participating fully in trials and demonstration work.

Based on the GM 32 GRP hull, the vessels will have the wheelhouse and accommodation forward, engine room aft. They will be built to the WFA's stringent standards and be equipped for stern trawling, gill netting and longlining as their main methods. Fishrooms will be insulated.

Power will be provided by a Ford Sabre marine diesel engine with a heavy-duty reverse reduction gearbox driving a Brunton's fixed pitch propeller. The engine

The old and the new for Saudi. The inefficient dhow and the modern 32 ft. multi-purpose research boat.

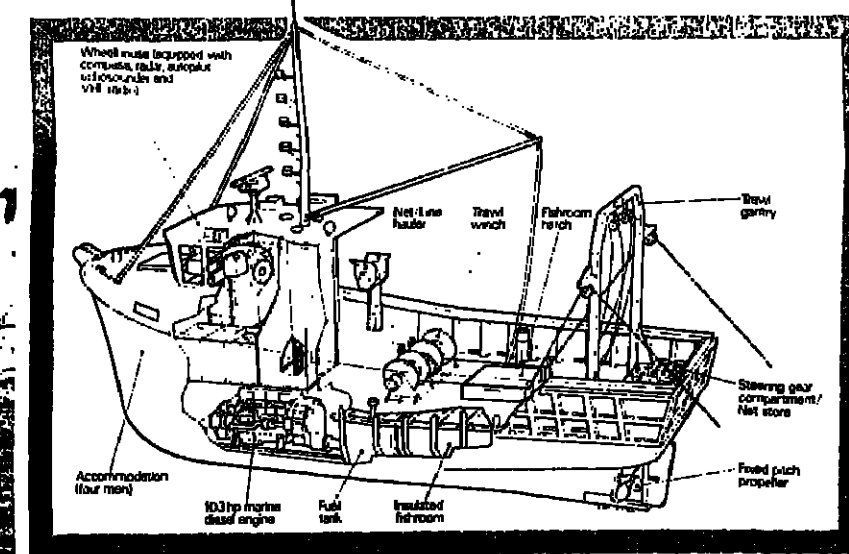
will be tropicalised and will produce 103 hp.

Deck equipment will include a twin-barrel, one-tonne Spencer-Carter hydraulic winch and a Spencer-Carter pedestal-mounted net/line/pot hauler. The winch will have a total warp capacity of 450 fathoms of 10 mm diameter warp on each drum, and the hauler will have a hauling capacity of 0.5 tonnes. Hydraulic power packs at the forward end of the main engine will drive the deck machinery.

The sizeable forward wheelhouse will be equipped, with a Decca 060 radar, Decca 160 autopilot, "Sailor" RT144 radio and a Simrad echo sounder.

"These first vessels will be commanded initially by experienced expatriates," said Mr. Bennett.

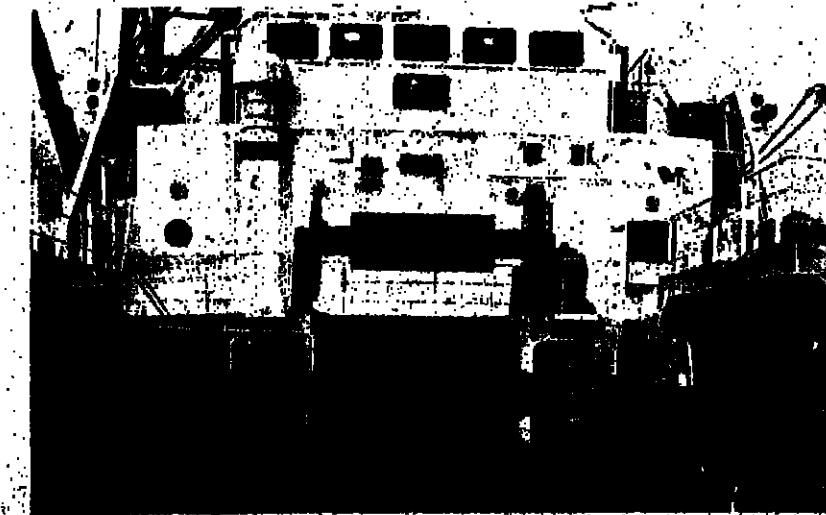
"In addition to the 10-metre boats," said Mr. Bennett, "we are currently preparing proposals for the introduction of smaller GRP boats for working close inshore, and for steel vessels of between 20- and 24-metres which would be able to fish in deeper water."



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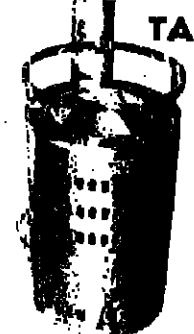
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Why BUT abandoned Fleetwood

THE HIGH COST of dock charges was one of the reasons why British United Trawlers is now pulling its fleet out of Fleetwood. This was revealed by chairman, Mr. P. M. Tapscott, at the annual general meeting of Associated Fisheries in London last week.

Shareholders were concerned by heavy fishing losses in the first

part of this year and the group was having to stand heavy costs just to maintain a presence in fishing until the EEC's common fisheries policy is sorted out.

"Typical of these costs are the charges for the use of docks themselves. It was, of course, considerations such as this

which made us decide a few weeks ago to remove our ships from Fleetwood, a stop which we only took with the greatest reluctance," said Mr. Tapscott. Despite one-third of the 90-strong BUT fleet being laid up, Mr. Tapscott was optimistic about the company's role in a new fishing era.

"Over the next 10 years the British fishing industry will undoubtedly alter its composition substantially. We recognise this and plan to play a leading part in its restructuring. "In the future we believe that the industry can contribute to the prosperity of the UK as gently as it has ever done in the past and we look to successive governments to provide the backing which every essential industry merits," he said.



Suffolk Monarch, the Small & Co. stern trawler, will be fishing from Lowestoft again soon. She is now heading back from the Indian Ocean.

'SUFFOLK' TRAWLERS DUE BACK

LOWESTOFT is to get three of its most modern stern trawlers back fishing after a long spell on oil work. With a contract nearly completed on Indian Ocean surveys, Small & Co.'s Suffolk Monarch is on her way and will be fishing again within a week of her arrival.

Suffolk Conquest is due back next month but a third ship - Suffolk Harvester - could be away for yet more time before she goes back on the fishing grounds.

"She underwent a lot of conversion for the Indian Ocean and it will take time to get her back to fishing," said Maurice Horabin, manager of Hobson - the company managing the vessels.

He added that while Small and Co., one of the major trawler operators in the port, were interested in other survey work it "certainly didn't mean" that the firm was losing interest in fishing.

"Our main activity will remain in North Sea fishing - and we shall continue to build up our fleet," he said.

'Sealion' leads

MILFORD HAVEN'S biggest earner last week was Picton Sealion, commanded by Skipper Trevor Salter. The boat, which arrived new at Milford Haven in 1955, landed 174 kits which sold for £5,272.

Norrad Star, commanded by Skipper John Rogers and completed in the same year as Picton Sealion, made £5,008 from 170 kits.

On the day Sealion landed the Swansea-owned Jade Star also made £5,195 from 180 kits. In command was Skipper Jim Brodie.

Between them the vessels landed a total of 60 kits of cod, 30 of whiting, 160 of vessel's main varieties.

Aberdeen steamer skipper dies

WELL-KNOWN Aberdeen skipper, John Vack Elder, has died in hospital after a long illness.

Skipper Elder (67) had worked in the fishing industry for 60 years. He began his career as a deckhand and sailed on 'Smokie Joe' - the old coal burners. He later became a Skipper-Lieutenant in the Royal Navy minesweepers. He is survived by his wife three sons and a daughter.

Loch's shore patrol

COMPLAINTS by North Syke fishermen about vessels fishing within the prohibited Loch Duvegan last week has led to team of fishing protection officers being based ashore.

Up to 12 trawlers had been seen fishing in the area in daylight. Police investigating complaints about the vessels called in the Fishery Protection Service for help.

Last year a shore party technique, where protection crews travelled the lochside roads and when anything suspicious was spotted would return to their launch and investigate, was in operation as a deterrent to illegal fishing.

Although the Department of Agriculture and Fisheries in Edinburgh refused to comment, it is thought that this system is now in operation again around the Loch area.

MACKEREL QUOTA

-none left for the line men?

FISHERMEN operating between 200 and 300 small hand-line fishing boats in the south-west could be ruined by measures intended to achieve precisely what they themselves do - conserve stocks.

This was the warning given last week by Ben Collins, joint secretary of the Cornish Fish Producers' Organisation.

He said it was now probable that the total allowable annual catch of mackerel would be reduced as a conservation measure.

"If the present TAC were reduced to 85,000 tonnes - one of the figures now being bandied about - this amount could be caught by bulk fishing methods between September and December in the Minches off Scotland, leaving no part of the quota at all the the south-west fishery," said Mr. Collins.

"This would, no doubt, do a great deal of good to local stocks which would have a chance to repair some of the damage done if the last three years - but it would mean complete ruin to the 200-300 small hand-line vessels in the SW which rely heavily on this winter fishery for existence."

He recalled the over-exploitation of pilchard stocks which brought enormous gains to the owners of fishing companies but left fishermen paid-off, "and left to starve and wonder what

had happened to them."

Mr. Collins said that the much maligned EEC had sponsored the setting-up of producer organisations. These were made up entirely of democratically elected fishermen's representatives who met to debate critical matters, "often to the extreme discomfiture and embarrassment of Government officials and international businessmen alike."

The eight fish producer organisations based around the coast of Britain met frequently in London with delegates from the Sea Fisheries Committees, the White Fish Authority, the Fisheries Ministry and other official bodies.

At their next meeting, at the end of March, Mr. Collins said quotas were bound to be discussed. Regional quotas would have to be sought if local stocks and local fleets were to be protected.

Mr. Collins said that the past winter had once again seen gross over-fishing of mackerel in the SW, with purse seiners and mid-water trawlers scooping up the tiny fish with the large ones.

This effectively wiped out the young stock which should have been fully grown in three or four years, and upon which the future of the fishery depended.

He said some of the small fish was pulped for meal, but as often as not was "shovelled overboard to foul the seabed and ruin the shellfish grounds."

Mr. Collins added that it was obvious that fishing for meal should be banned completely, and seiners and trawlers either diverted to other grounds or converted for selective fishing.

He concluded: "There is a great deal of anxiety among south-west fishermen as to the prospects for 1978-9."

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50 years ago

Recalling some of the stories which appeared in our columns this week 50 years ago.

MARCH 24, 1928

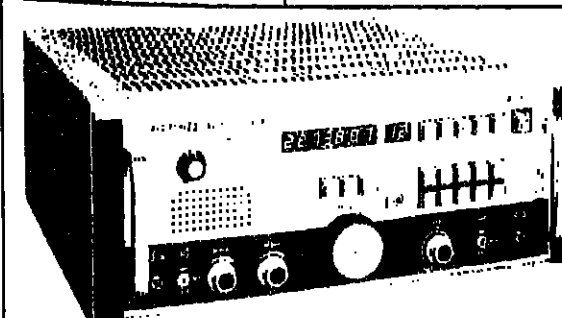
PRINCE of Wales in his new office as Master of the Merchant Navy, visits annual banquet of newly formed Company of Master Mariners at Mansion House, London.

BUCKIE fishermen lodge complaint with Town Council about their nets being destroyed by foreign trawlers fishing the Moray Firth.

SKIPPER of Hull trawler Lord Devonport, and eight crew members, die at Hoy, in the Orkneys, after the boat was hit by huge wave.

LIVE carp wrapped in piece of flanne flown from Paris to London. When placed in water at Croydon it swam vigorously.

SHIPMENTS of canned salmon from Vancouver amount to 77,151 cases, bringing current pack year to 802,924 cases.



Radio receiver range

A NEW range of radio receivers for land and sea use has just been introduced by Radifon Telecommunications.

Known as the R100 series, this equipment operates over the 15 kHz to 30 MHz range with fast, continuous frequency synthesis tuning.

With a single rotary control, the receivers can be tuned in either direction at a fast or slow rate. An associated push button electronically disengages the tuning control and locks the receiver. Readout of frequency down to 10 Hz is provided by a seven figure LED display.

Each unit has a 20-channel memory store. This permits the frequency, service and bandwidth data for up to 19 operational channels to be stored for rapid recall, reducing operator fatigue and improving efficiency. The remaining channel is dedicated to power-off conditions, so that in the event of power failure to the receiver the operational status information is automatically stored in memory and recalled on power restoration.

A special scanning facility permits scanning of any of the channels held in store. Either of two groups of up to nine channels can be scanned, with channel dwell times adjustable between 0.1 and 15 seconds. The extended and remote control facilities permit a high degree of system flexibility. Full duplication of all receiver controls and displays, including tuning and ancillary functions such as selection of antenna, are provided for the remote operator. In addition up to sixteen receivers can be controlled in this way from a single control unit and an indication of the receiver selected provided. The R1000 Series has received UK type approval to MPT 1201 and is designed to meet other European specifications.

PRODUCT NEWS

NEW! Real power, with real control.

At Spencer-Carter, we have made the needs of today's fishermen our business - literally - and have put all our experience and know-how into our new range of 1 AND 1½ TON HYDRAULIC TRAWL WINCHES.

We haven't skimped in their engineering either. All components are of rugged construction and finish, to meet the most demanding conditions at sea and to ensure long life. Sensibly, the controls are centrally grouped for maximum control efficiency.

Hydraulic power-packs are available, which can be driven by most marine engines and our pot, line, net haulers and gurdies can be incorporated into the hydraulic system.

If you have any problems, our experienced design team is just a phone call away to advise on types of equipment, service speeds, installation methods, etc.

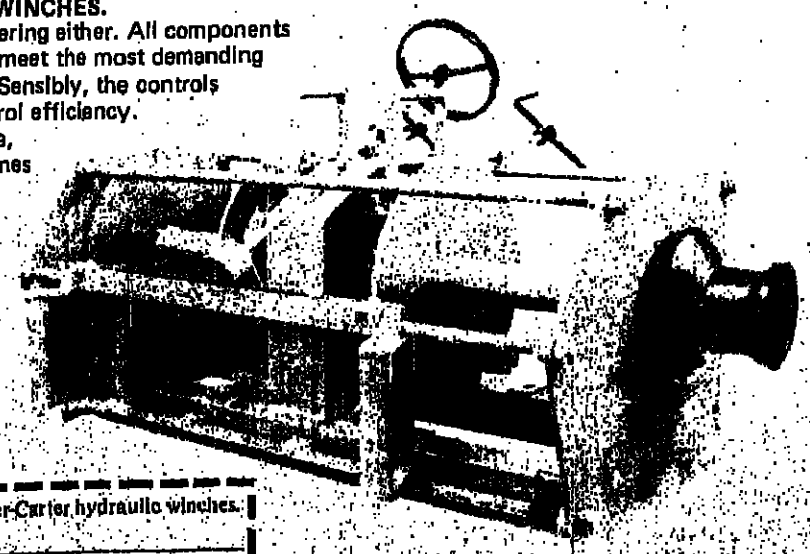
Should you really settle for a lesser deal? For immediate details mail the coupon below.

Please send me more information on the Spencer-Carter hydraulic winches.

Name _____

Address _____

spencer-carter LTD
KERNICK ROAD, PENRYN, CORNWALL
Telephone (0326) 78423



Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant Water

240,480: *Gillingham*, Consol (Sk. J. Loades), 1,378k, NC, 23 days.
236,581: *Huddersfield Town*, Consol (Sk. W. Hardie Jr.), 1,203k, NC, 22 days.
22,026: *Notts Forest*, Consol (Sk. F. Kirby), 887k, NC, 26 days.

Middle Water

227,286: *Ross Civet*, BUT (Sk. A. Redpath), 1,359k, W, 17 days.
227,242: *Ross Kelvin*, BUT (Sk. P. Philipson), 1,106k, W, 15 days.
225,093: *Ross Kelly*, BUT (Sk. B. McCall), 987k, W, 16 days.
221,609: *Ross Panther*, BUT (Sk. W. Stokes), 971k, W, 16 days.
221,026: *Ross Tiger*, BUT (Sk. D. Avery), 754k, W, 15 days.

North Sea

213,893: *Tom Grant*, Lindsey (Sk. R. Sinclair), 487k, NS, 15 days.
211,630: *Lofoten*, Lindsey (Sk. A. Hatton), 401k, NS, 14 days.

Selmers

210,749: *Bekimael*, Consol (Sk. A. Bojen), 330k, NS, 16 days.
19,566: *Jan Nielsen*, Chapman (Sk. B. Anderson), 329k, NS, 15 days.
27,825: *Tanana*, Danbrit (Sk. A. Lund), 216k, NS, 14 days.
27,613: *Macandri*, Sleight (Sk. L. Hojberg), 229k, NS, 15 days.
27,439: *Bennisan*, John R. (Sk. A. Hinde), 249k, NS, 19 days.

Pair teams

212,197: *Helena Gertsen*, (Sk. M. Josefsen), 339k and 28,500: *Melissa Louise*, (Sk. E. Collins), 292k, both Hamling, NS, 16 days.
27,613: *Leanda*, (Sk. B. Nejrup), 231k, and 28,418: *Taarnborg*, (Sk. J. Hill), 293k, both Danbrit, NS, 17 days.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from Farns and Westley: *Adalstod*, *Erino*, *Rondo*, *Osaka*, *Port Vale*, *Rose Cherish*, *Ross Cougar*, *Ross Genet*, *Ross Juna*.

Ross Kelly, Ross Lynx, Yesso

Expected during the week from Norway coast: *Arctic Cavalier*, *Arctic Vandal*, *St. Dominic*, *St. Giles*.

PORT MARKETS

THURSDAY, MARCH 18

DUBLIN

1,163 boxes from Howth and Skerries met a fair demand. Main varieties were cod and whiting. Prices: salmon, 21.84/22.07; codling, 12p/14p; black pollack, 10p/12p; white pollack, 13p/14p; whiting, 10p/11p; per lb; round whiting, 25/26; per box.

MONDAY, MARCH 20

GRIMSBY

A moderate supply from 22 boats met a fair demand. Prices: shell cod, 24.50/25.40; codling, 24/24.60; shell haddock, 23.80/25; medium, 23/24; small, 22.60/23.60; large plaice, 23.70; medium, 23.20/24; best small, 23/24.20; large skinned dogfish, medium, 27.20; saithe, 22.40/22.80; per stone.

HULL

1,591 kits from one distant water vessel. Price ranges per 10 st. kit, heads on: shell cod, 24.50/25.40; codling, 24/24.60; shell haddock, 23.80/25; medium, 23/24; small, 22.60/23.60; large plaice, 23.70; medium, 23.20/24; best small, 23/24.20; large skinned dogfish, medium, 27.20; saithe, 22.40/22.80; per stone.

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LOWESTOFT

218,150: *St. Patrick*, East Coast (Sk. D. Beaford), 651k, NS, 13 days.
217,333: *Boston Sea Sprite*, Boston (Sk. M. Raven), 601k, NS, 13 days.
215,616: *Suffolk Endeavour*, Hobson (Sk. J. Soanes), 588k, NS, 12 days.
215,451: *Constance Banks*, Hobson (Sk. R. Fiske), 584k, NS, 12 days.
214,280: *Boston Shackleton*, Boston (Sk. A. Jenner), 512k, NS, 12 days.
214,254: *Bentley Queen*, Talisman (Sk. A. Gill), 549k, NS, 12 days.

GRANTON

218,274: *Arctic Invader*, Liston (Sk. J. Robb), 971k, W.C., 11 days.
216,262: *Arctic Crusader*, Liston (Sk. M. Trotter), 797k, W.C., 12 days.
212,582: *Arctic Attacker*, Liston (Sk. B. McPherson), 757k, W.C., 11 days.

NORTH SHIELDS

212,100: *Ben Edra*, Irvin (Sk. R. Palmer), 27,997k, 8 days.
211,958: *Ben Glas*, Irvin (Sk. S. Shearer), 21,454k, 8 days.
211,700: *Congener*, Irvin (Sk. A. Morse), 11,750k, 4 days.
213,640: *Scarlet Thread II*, Irvin (Sk. T. Buchan), 10,313k, 4 days.
213,299: *Sedulous III*, Irvin (Sk. R. McBain), 6,254k, 6 days.

MILFORD HAVEN

26,272: *Picton Sealion*, Norrard (Sk. T. Salter), 174k, 13 days.
26,008: *Norrard Star*, Norrard (Sk. J. Rogers), 170k, 13 days.
25,593: *Bryher*, Norrard (Sk. A. James), 175k, 13 days.
25,369: *Beughal*, Belgian vessel, 80 kits.
25,195: *Jadestar Gipsy*, Jones (Sk. J. Brodie), 160k, 14 days.

KEY: BI Bear Island; BS Barents Sea; DW Distant Water; F Faroe Islands; G Greenland; HW Home Water; I Island; N Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W West Isles; WC West Coast; WS White Sea; SK Skipper; k kits; c cwt; kg kilo.

NEWLYN

Prices: large whiting 24.30/25.50; pollack, 23.80; large lemon sole, 23.20; medium, 23.30; small, 23.40; large Dover sole, 21.70; medium, 21.40; small, 21.50; squid, 23.50; monkfish, 21.50; medium, 21.50; small, 21.50; turbot, 21.10; large cod, 24.30; ling, 23.50; conger, 23.50; medium, 23.20; large haddock, 23.80; large John Dory, 25.50; medium, 23.50; per stone.

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place, 21.10/21.60; per stone; codling, 22.50/23.30; small, 22.50; haddock, 22.70; per box.

AYR

456 cwt from 30 boats. Prices: cod sprags, 23.90/24.35; codling, 22.00/23.85; large haddock, 24/24.70; small, 23/23.50; large haddock, 23.80/25.80; large whiting, 22.20/23.35; medium, 21.95/22.85; small, 21.10/21.85; large plaice, 23.90/24.70; small, 23.90/23.80; whiting, 22.20; saithe, 21.30/22.60; lythe, 23/23.50; ling, 22.50/22.90; monkfish, 23/23.20; dabs, 20p/21.30; mixed roes, 21.50/22.10; selected, 22.50/23.50; large prawn tails, 22.50/23.50; small, 21.40/21.70; per stone; large whole prawn, 23.40/24.40; small, 21.90/22.70 per 3/4 st. box.

LOCHINVER

200 boxes from eight limits.

BILLINGSGATE

ON TUESDAY 230 tons were delivered. Average selling prices on merchants' table: salmon, English, 22.10/22.50; Scotch, 22.10/22.50; Irish, 22.10/22.50; soles, tongues, 20p/20p; slaps, 75p/85p; medium, 80p/22; large, 1.10/1.15; foreign smoked salmon, 23p; per lb; large turbot, 22.40/22.40; medium, 22.40/22.40; small, 22.40/22.40; large haddock, 23.50/25.50; large whiting, 22.50/22.50; medium, 21.90/22.90; small, 21.90/22.90; selected lemon sole, 27/28; large whiting, 24.50/25.50; shell cod, 23.50/24.10; bulk, 28.30/29.30; coalfish, 24.90/25.40; selected whiting, 23.50/23.80; small, 22.30/22.80; small English dogfish, 25.50/28; large 25.50/28.20; London cured haddock, 28.50; golden cutlets, 28.50; monkfish (skinned), 29.50/30.20; medium, 27.50/28.50; small, 23.50/24.50; squid, 28/28.50; large roe, 21/21.10; per stone.

SELECTED

lobster, 42.30/45.20; unsorted, 33.50/35.50; crabs, over 3lb, 45p/50p; mid 3lb, 30p/35p; small, unsorted, 12p/14p; prawns, 80p/12, per lb; oysters, 13/25, per 100; cullings, 22.80, per dozen; Scotch winkles, 12/216, per cwt; mussels, English, 28.50, per bag; shrimps, brown, 13.80; English cockles, 22.10/22.20, per gal.

HERRING REPORT

THURSDAY MARCH 16

Ullapool: Nine trawlers, 114 tonnes; home market at 222/24. Slightly mixed in size. 330/430 per 50 kg.

TUESDAY, MARCH 21

Ullapool: seven trawlers, 42 tonnes; home market at 220/25. Uniform to very mixed in size. 310/570 per 50 kg.

WEDNESDAY, MARCH 22

Ullapool: seven trawlers, 23 tonnes; home market at 225/23.80. Very mixed in size. 550/600 per 50 kg.

Ullapool: Five trawlers, 43 tonnes; home market at 222/24. Slightly mixed to very mixed in size. 360/570 per 50 kg.

WEDNESDAY, MARCH 22

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Mallaig: Five trawlers, 23 tonnes; home market at 222.20/23.80. Mixed to very mixed in size. 370/670 per 50 kg.

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HAT-TRICK FOR AQUILA

FOR THE third year in succession the top boat fishing out of the North Loch port of Kinlochbervie is Aquila.

At the recent dinner and dance of Loch Clash fishermen held at Banff Springs Hotel, Banff, a silver trophy was presented to Aquila's skipper, Eddy Simpson of Buckie.

The award is made annually by the Kinlochbervie Fish Selling Company to the boat having the highest total landings at the port throughout the year. The trophy was presented by Mrs. Morna Thomson, wife of Kinlochbervie's managing director, Kenneth Thomson.

Aquila landed 76,423 stone. Runner-up on 66,723 stone was Courier, with Skipper Alex Campbell from Portknockie.

Mourne herring future

ENOCH POWELL, M.P. for Down South, sounded out the Minister of Fisheries in the House of Commons last week on the future of small-boat herring men during the coming season — especially on the Mourne herring.

Minister John Silkin replied: "I am much aware of that difficulty and the difficulty of other small herring fishermen around the shores of the United Kingdom."

"I believe that the season starts in June. I hope that before then we shall be in a position to give an answer which, personally, I should like to be a satisfactory one. "However, I think that that must not be — I think that the right hon. Gentleman will follow me in this respect — at the price of overall lack of conservation of the herring stock."

MOVE TO LINING

DOONBEG fishermen in County Clare, Southern Ireland, may go back to long-lining.

Fishermen have approached BIM for assistance as they feel local grounds will suit the method.

A new approach road and slipway to the local area has been built, in co-operation between the Doonbeg Development Association and State agencies.

Another fisheries development is expected in Arklow, where shellfish processors have expressed interest in developing the former wharf fishery off local grounds. BIM is carrying out a feasibility study there and the fishery would be suitable to small boat men.

BIM has become involved in a trial of new steel crawfish pots in the Kilmore Quay area. The pots are being worked alongside locally-devised pots to assess their efficiency.

Official and Classified ADVERTISEMENTS

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54ft. x 16ft., 24 tons. Gardner 8L engine, 3:1 reduction, Sutherland two speed trawl winch, engine and wiring recently overhauled. For sale with all trawl gear.

£12,000 ono

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IP 23 heavy duty hull, forward wheelhouse, BMC 2.2 diesel, many extras, fully insured, 14,500. Telephone: Wuthering 38906.

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